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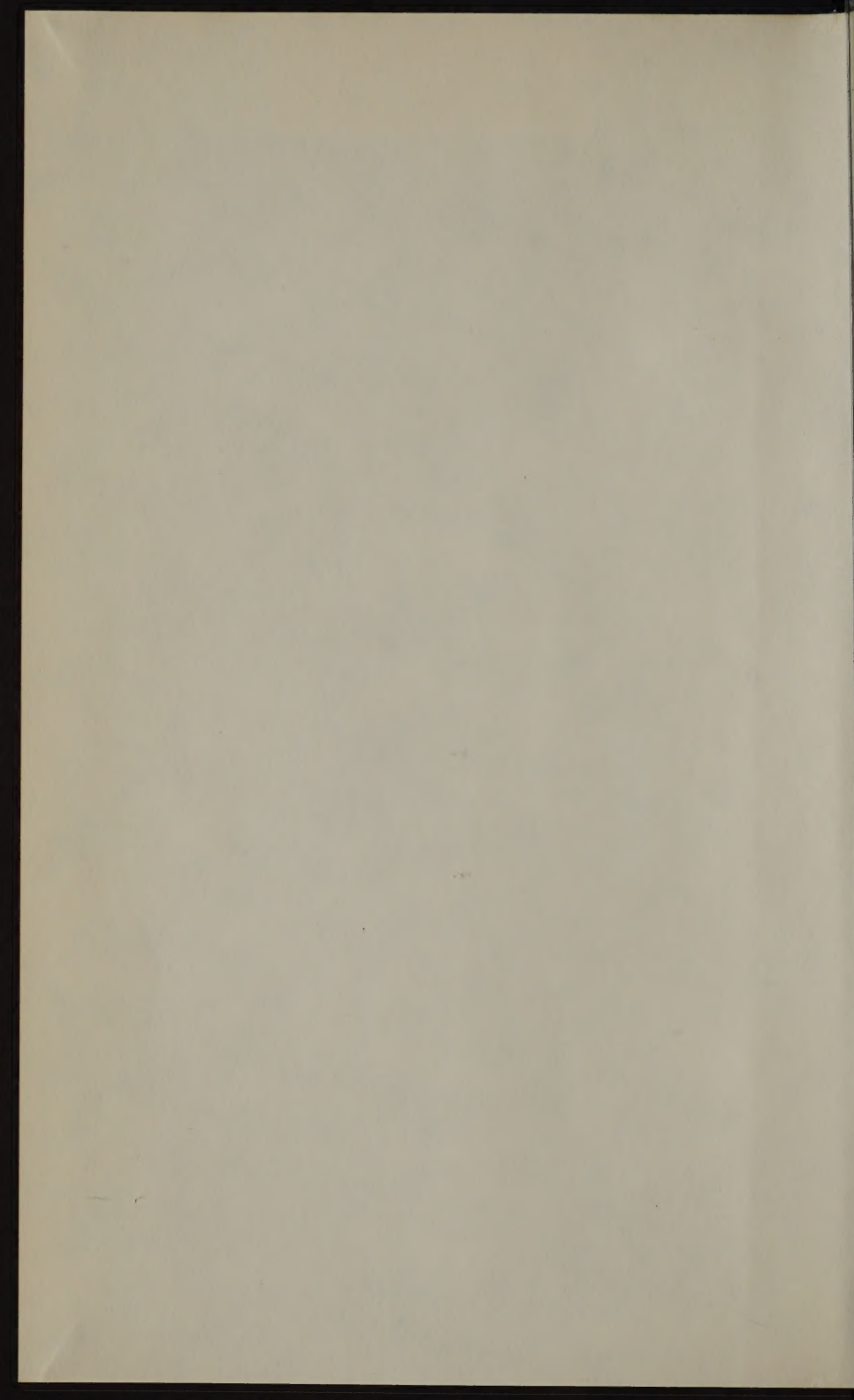
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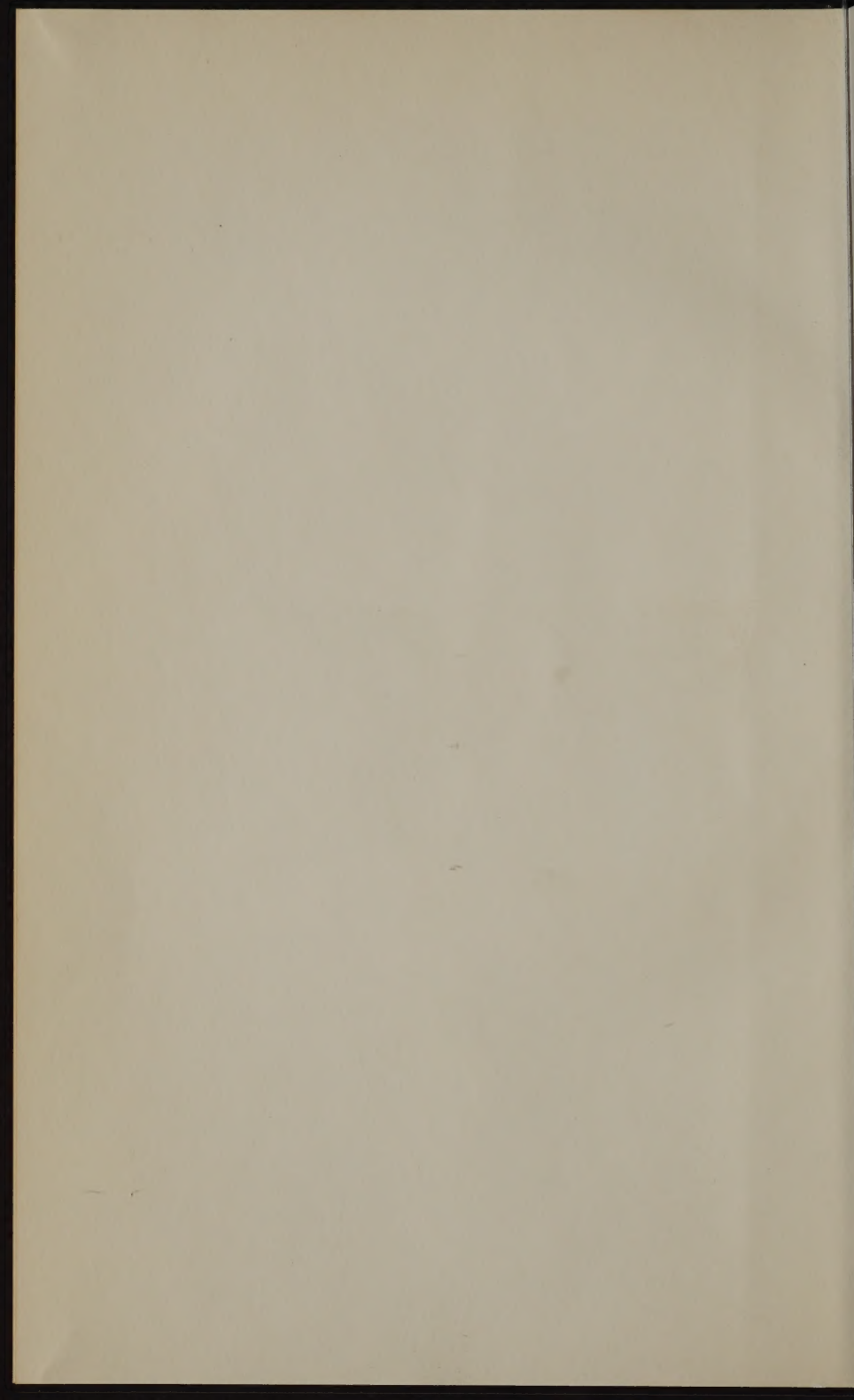
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YESTERDAYS

... in and
around Pomfret, N. Y.

BOOK IV

By Elizabeth L. Crocker

FREDONIA, NEW YORK
1963

"Yesterdays" Appears as a Weekly Column in The Fredonia Censor

YESTERDAYS

... in and

Elizabeth L. Crocker

Dedicated

To

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Early Names of Places

Our early settlements and towns acquired their names from various sources, some of them being named in honor of the eastern towns from which the first settlers had migrated, some in honor of prominent people. Many names came from the Indians, a few were given to the settlements because of the geographical location and some of the names used to designate towns were even humorous.

It is interesting to recall those early names, a few of which are sometimes still heard while many have ceased to be used and have been replaced and forgotten.

Looking at a map of Chautauqua County which clearly shows Chautauqua Lake, one can easily understand the reason for Bemus Point having been known as The Narrows, Mayville as The Head and Hartfield as The Inlet.

Dewittville, for some reason unknown to us, was called Tinkertown and Clear Creek was Tapshire. Stockton was first designated as Bear Creek Corners, the creek having acquired its name because the area was so occupied by those animals. Eventually the town became Delanti. Cassadaga was called Cassa-dag and even Cassa-dog.

Sinclairville, the settlement named in honor of the Revolutionary soldier, Samuel Sinclear who was one of the first settlers in that area, was sometimes called Sinclear's Mills and sometime referred to as Saint Clairsville. Gerry was known as Vermont, named of course for the state from which many of those pioneers had come. Later it became Bucklin's Corners.

Westfield was The Cross Roads, Portland was Salem Roads and Brocton was usually plain Salem. Lamberton, lo-

cated on the Little Canadaway Creek where there were mills, quite naturally became Milford, and at one time was Cracker Hollow. The name was later changed to honor Judge Lambert of Fredonia.

Ripley was first Quincy and Laona was Bull's Mills and Bull's Corners which is no surprise when we realize that the old mill which is still standing there was erected in about 1810 by the Bull family. The name Laona was suggested by Henry Wilson, an early inhabitant.

South Stockton was Johnson's Mills and sometimes Fennerville because of the early settlers. A Fenner home occupies an important site there today. Hamlet was known as Omar. Why Thornton was called No God Hollow we have been unable to discover.

Silver Creek was named Fayette after the visit of General La Fayette to this section of New York in 1825. There was an Indian tradition that at the mouth of the creek was a silver mine, hence the town later became Silver Creek. Mack's Ferry was the location at the mouth of the Oattaraugus Creek where Mr. Mack in the very early days had a ferry. Irving, itself, was La Grange.

Sheridan, formed in 1827, was named at the suggestion of Nathaniel Grey, a prominent citizen, who was a great admirer of the works of Richard Brinsley Sheridan. The postoffice at Sheridan in 1824 was known as Orrington.

Villery Balcom, from whom Balcom's Corners derived its name, was born in Templeton, Mass., and came to Villanova when quite young. He took up his first land in 1816 when there were but eleven families in town. He carried the first mail

from Fayette to Cherry Creek on horse back.

Edward Works located upon the outlet of Chautauqua Lake in 1807 and built the first saw mill in 1808 and the first grist mill of that area in 1809, so it is not to be wondered that the settlement became Worksville and Worksburg.

A spiritual group settled in Kiantone, even before Lily Dale's popularity. Interested persons would come to Dunkirk by train and then travel by stage or horse and buggy to this desirable location which early in its history received the name Harmony. Without doubt the Town of Harmony, which we know, acquired its name from the nearby settlement.

Fentonville and Ellicott were surely named for the early Fenton family and for the land agent and surveyor Joseph El-

licott. Ellery Center was Pumpkin Hook and Centralia had several aliases with a postoffice called Oregon. Conewango was known as Rutledge. Dunkirk was Chadwick's Bay and we so well know that Fredonia was Canadaway.

Ezra Potter, one of the pioneers from Vermont, was a great admirer of the English cotton-spinning inventor, Richard Arkwright. His suggestion of the name for that new area in which he located, was well received and the name accepted.

Among other names, some of which are amusing, we find: Quailtrap, Toddin, Slab City, Kabob, Pleasant Valley, Dutch Street Butter Banners, Wango, Stow, Loggings, Grunt, Podunk, Vineyard, Owlsville, Elder Bottom, Open Meadows, Broken Straw, Boomertown, Slide, and Rumless.

Early Trade and Store-Boats

Considering the dense forests which existed along the creeks and rivers of Western New York it is not surprising that lumbering became an early industry. For 50 years it continued to be an important means of livelihood for the settlers.

The wood in the very early days was transported down the rivers on crude rafts, the operators using the craft as homes, eating and sleeping on them. The men sold their lumber in Pittsburgh or Cincinnati and upon occasion they took their loads as far as New Orleans. The pine wood brought \$3 to \$5 per thousand board feet in the early days. Later the price advanced to almost double that amount.

Keelboats were an improvement over the first river rafts and served as a great convenience in transporting both lumber and goods. In the days be-

fore the white settlements a few of these keelboats, loaded with articles which the Indians living along the Allegheny and the Conewango desired, made their way up the rivers. Among the items were beads, salt, colored cloth and whiskey, all of which were quickly exchanged with the Indians for furs. As the white people came into this territory they too depended upon the keelboats for necessary supplies, food, building hardware, medicine, glass and many other items.

The keelboat, fashioned of heavy pine plank, was a narrow boat measuring around 30 feet in length and 12 feet in width. It was pointed at each end and received its name from the shallow keel, resembling a runner, along the bottom of the boat. The boats were operated by groups of strong men equal to hard labor. These men

"poled" or "cordelled" the craft, each of the 10 or 12 men using a pole about 10 feet in length, at the small end of which was a turned knob to be set against the man's shoulder. The operators were stationed on the cleated walk (to prevent slipping) on each side of the boat.

In unison, upon a command, each man put his pole into the water, thus forcing the boat forward by the exertion of his weight upon the pole. Each man then took a step forward and repeated the operation. This was a continuous process. It was extremely difficult work especially when poling against the current. The steering was done by a helmsman.

This method of transportation was slow, sometimes requiring 10 days to travel from Pittsburgh to Warren and usually 10 more days to reach Mayville.

One of the chief products taken to the southern cities was salt which had been carried by "stone-boats" over the Portage Trail to Chautauqua Lake.

Because of the passage of a state law in about 1825 which required that locks be constructed where there were dams across navigable waterways, the keelboat, as a means of transportation, disappeared.

A dream of James Prendergast, the early settler of our present Jamestown, was realized when in 1813 his saw mills along the river were turning out an immense amount of lumber and a few families were beginning to locate at "The Rapids." The wood working industries followed and these in time developed into the great furni-

ture industry. A flatboat about 16 feet wide and 40 feet long carried the manufactured articles down the river. The boat was constructed of rough lumber and when the destination was reached and the cargo disposed of, the boat itself was knocked down and the lumber sold, it bringing a good price.

The store-boat which next put in its appearance was a far better craft than the previous ones --this boat, measuring about 70 feet was constructed of fine finished lumber and possessed a cabin with kitchen, office, bedrooms and storeroom with windows and doors. From 1840 for about 45 years there were hundreds of these store-boats, carrying products of southern Chautauqua County, floating down the Cassadaga and Conewango creeks into the Allegheny, Ohio and the Mississippi rivers, stopping at villages along the way to sell their goods.

These boats were often called "trade-boats" and the products "Yankee Notions". Some of the items listed as being loaded on the boats were wooden tubs, scythe snaths, pitchfork handles, bureaus, bedsteads, chairs, table legs, panel doors, blinds, shovels and spades. Levant near Falconer, produced hundreds of flat and store boats.

A man closely associated with the building and loading of boats at Levant was Nathan Brown of Jamestown. To his memory was erected, on the bank of the Cassadaga, near the bridge at Levant, an iron historical marker reminding the citizens of his part in building and loading the boats.

Elial Todd Foote

One of our earliest historians was Elial Todd Foote and to him we are indebted for have recorded valuable facts concern-

ing Western New York and its settlement. His plans to write a complete history of Chautauqua County were not realized but he

did leave priceless data and he contributed much of the material which appears in Andrew Young's History of Chautauqua County.

It was in the Spring of 1815 that Elial Foote, son of Deacon Samuel Foote and Sybil Doolittle Foote, appeared at "The Rapids" on Chautauqua Lake outlet. A young man of 19 years of age, he was seeking a desirable location in which to carry on his profession of medicine and surgery which he had studied in Sherburne, N. Y., and in New York City.

James Prendergast, who had settled there in May 1811, encouraged the young doctor to permanently locate at "The Rapids" (now Jamestown). Not only was there need for a person of that profession in this new settlement but also Mr. Prendergast was favorably impressed with the appearance and character of this "newcomer".

Here there was ample opportunity for the doctor to practice. For several years there were but two physicians in the wide area of our present Chautauqua County and in the present Warren County of Pennsylvania.

Through the wilderness and forest Dr. Foote traveled on horseback. In many sections there were but Indian trails to guide him. As the missionaries did, he marked the trees to indicate his path. He encountered great dangers as he forced his way through the dense woods, infested with wild animals. The cabins were far apart and often he was obliged to spend the night in the woods. He forded streams on horse back when possible—sometimes he was obliged to leave his horse and continue on foot.

Dr. Foote, on his journeys of mercy, often remained overnight with a pioneer family. As he

visited with these people he heard the tales of their trips into this new territory, heard of their parents and relatives "back East" and found when and where they were born. He made notes of these facts as they were related to him and he became more and more interested in the lives of these people and the history of their families and in their many experiences.

Dr. Foote was a valuable person to the community in many ways, in addition to his medical aid. In 1817 he became an assistant justice of the court. In 1818 he was appointed associate judge under Judge Cushing and when Zattu Cushing retired in 1824 he was made first judge of the county which office he filled until 1843. In 1819 he was elected a member of the Assembly representing the counties of Chautauqua, Cattaraugus and Niagara. In 1826 and 1827 he represented our county in the Assembly.

May 29, 1829 Dr. Foote became postmaster, succeeding Dr. Laban Hazeltine. He was responsible for introducing letter boxes for individuals, commencing with 80 boxes in 1829. No rent was charged for the use of the boxes during his official term and for several years there after. He also used the first engraved letter stamps in the county.

It is of interest that Judge Foote was the first president of the Chautauqua County Bank, incorporated by the act of Legislature in April 1831. He was also a member of the Barcelona Company and was active in the organization of the Chautauqua County Temperance Society, auxiliary to the State Society, which was organized in 1829. In addition to these many activities he still found time to serve as sheriff for several terms.

Elial Foote's first wife was

Anna Cheney daughter of the early settler, Ebenezer Cheney. Her death occurred in Jamestown July 7, 1840. Their children were; Samuel, Mary Ann, Charles, James Hall and Horace Allen. He then married Amelia Stiles Leavitt Jenkins and following her death he married Mrs. Emily Stockbridge, widow of S. W. Allis.

Judge Foote, having moved to Connecticut, returned to attend the Old Settlers' Festival in Fredonia on June 11, 1873. When he addressed the meeting he mentioned his efforts to preserve the history of Chautauqua Coun-

ty and exhibited his scrap books. Among his remarks he said, "I want a history that commemorates your virtues and your hardships before I came into the county. I reside in New Haven, Conn. but live in Chautauqua. Here I am to be buried."

In September of the same year he was able to attend the Old Settlers' Reunion Picnic held near Silver Creek. Here he stated, "You behold before you a feeble old man. I intended to write the history but am now unable and have turned the matter over to Mr. Young who is doing it."

An Indian Village

Among the interesting facts of the very early history of Western New York is that of the Indian village which was unearthed about 35 years ago on a farm near the present Westfield. The findings discovered through the excavation of this settlement reveal the life and habits of the early tribes living in our area.

The location of this village, with an approximate population of 500 to 750 tribesmen and their squaws, was on the former James Mack farm. It was on high ground overlooking Lake Erie and the area covered was about 15 acres.

It is believed that the village was built by the early Iroquois. These fighters were apparently on their way east up the Ohio River to Pittsburgh and then as they cut across from the head of Chautauqua Lake decided on this site with the nearby creek.

The pottery found in the fire pits was largely Iroquois although some of it indicated that it had been used by the Algonquins. This is explained by the knowledge that the Iroquois had driven the Algonquins before them and some of them

who were taken prisoners had continued to make the Algonquin type of pottery.

The stockade located in the center of this Indian village covered about two acres. This was a circular earthen wall about three feet high. Logs from 12 to 14 feet in height were placed on end in this earth. They were held in place by withes (bands of twigs twisted together) woven in and out of the logs. It is believed that there was a platform, inside the stockade, running along the inside of the wall, upon which the Indians stood to fight off the enemy.

Inside the stockade were constructed a few houses or shelters. The majority of them, however, were found outside the stockade. These were rectangular in shape and were built of limbs covered with elm bark. They consisted of one long room with no windows and each accommodated four or five families. The constructions were used mostly as a shelter in which the Indians took refuge when there was a signal of an approaching enemy tribe. There were about 30 or 40 of these

bark houses surrounding the stockade.

In the fire pits were found many interesting items which further revealed the life and habits of these early people. There was a quantity of broken bits of pottery and of primitive tools and implements. There were hammer stones and anvils. By placing a rough stone upon the anvil it was gradually shaped into a tool or weapon by a process of pounding which required several days.

Among the items found were several pestles which were larger than the hammer stones. These were used for breaking up substances and also for pounding. Discovered here, too, were net sinkers which were small stones with grooves cut in them thus making it possible to tie them to the fish nets. Celts which were used for cutting and skinning, were found here. These tools or implements were necessary items in the lives of the Indians as they fished and hunted for their food.

In one ossuary were dis-

covered 51 skulls, with no other bones in the hole. It is interesting that the faces were all turned toward the center of the ossuary. In another ossuary were found the other bones. It is believed that these were prisoners or fighters killed in battle and that they were decapitated after having been scalped.

The skeletons of the Iroquois were perfectly preserved verifying the belief that the Iroquois allowed the flesh to leave the bones while the body was suspended in a tree top. When the skeleton was placed in the ground the knees were drawn up against the stomach and the remains left in this position.

It has been estimated that this Indian village is from 700 to 1,000 years old so we know it existed centuries before the white man appeared on our continent.

The excavation was carried on under the direction of Major Everett Burmaster of Irving with R. P. Wright of Erie, Pa., and Westfield in general charge, assisted by his sons and Charles Peacock of Westfield.

Early Main Street Stores

Considerable interest was shown in the article of the early store proprietors of Water Street, Fredonia, and requests were received concerning the Main Street stores.

Acknowledgement is hereby made to the late Henry Leeworthy, for many years considered the area historian, for records of the Main Street stores. His records together with others and data obtained by me from old directories have supplied the following information on the Main Street proprietors.

At the corner of Water and West Main Street where the Liberty Bank and Trust Com-

pany is located to-day there was in 1878 a large dry goods store operated by the three Putnam brothers, Aaron, Albert, and Arthur.

On the site of the present pharmacy just west of the bank, was a clothing store conducted by Henry Pemberton. This was a one story wooden building and was later owned by Lew Pritchard.

Continuing west, and next to the clothing store, was a grocery and crockery store run by H. J. Putnam. Next door William Scott operated a shop where he sold hardware and housekeeping goods.

A boot and shoe establishment conducted by Henry A. Pierce was in part of the next building and, in the other side, John Forbes kept a line of dry goods, James C. Frisbee sold books and stationery in the building which was later occupied by the Frank Moir Shoe Store.

Groceries were sold in the adjoining building by Harrison (Harry) Parker and John Miller, who advertised grocery provisions and fancy goods. Many persons living in Fredonia today knew that site as the store later owned by Homer Ellis.

Hoenleins clothing store was in the next place. The site of the early Edmunds Hardware store became that of the F.C.F. Sievert store which many present residents recall.

The early S. O. Day store became the shop of Owen W. Allen and Son who sold boots and shoes. Lewis B. Grant in 1878 sold general merchandise and gents' furnishings in the establishment which later became the Soch Hardware store. The next two places were early occupied by John Armstrong Jr., druggist and later by Edward Crimens and Petz Brothers. J. Henry Clark and George Marsh had a dry goods store in the next building.

Haniser's tobacco store came next. Jesse K. Starr advertised grocery provisions, flour, salt and crockery in the store later occupied by Mr. Leworthy.

The next store west, which was later occupied by the Martin Furniture Store, was a drug store owned by Jedidiah D. Maynard. Then came the Palmer Meat Market run by George and Kuscioski Palmer and their uncle, Nelson Palmer. George Palmer was the father of the late George Palmer of Fredonia and the late Nelson Palmer of Dunkirk.

Next Lew Hughes had a sa-

loon and later that building was occupied by Gangi's Shoe Shop. The adjacent structure was used by the Barker Hose Company and later was known as the location of the Manuel's Restaurant. The last store on that side of West Main Street was a grocery owned by Joel D. Hendee, father of the late Grant Hendee, who for years conducted a grocery in Stockton.

Beginning at the present site of the Manufacturers and Traders Trust Company on the corner of Water Street and East Main Street and progressing east there was first the store where Frank Howard sold books, stationery and jewelry. Then came the offices of the Union Banking Company comprised of the following gentlemen; Albert and Rufus Hayward, Orson Stiles, Spencer Bailey and Mr. Proscott.

Groceries were sold in the next store, which later became the People's Hardware, by Devillo White, son of the early physician Squire White. According to the 1873 directory, he was a retired druggist at that time. The next establishment was a dry goods store operated by Philo H. Stevens and Douglas Stevens, who advertised clothing to order. Later a Loblaw store was located there. The present Bremer Pharmacy was a drug store 84 years ago, then operated by Frank and Sam Allen.

Mr. Leworthy thought that L. A. Barmore was probably the pioneer furniture manufacturer and dealer of this section. He occupied the next store which later became the A.B.C. Store.

Mr. and Mrs. David Smith sold yarns and fancy goods in their variety store next, where Herman Griswold later sold shoes.

It is believed that the Holly

Tree Inn, the room which served as the village Library reading room, was situated in the next building. The site where we presently find a laundrymat and which most of us knew as the Sugar Bowl housed Mrs. Payne's millinery shop. Here Mrs. Payne, to the accompaniment of her pet parrot, produced creations which were the pride of her customers.

The corner site where the insurance agency and the jewelry store are now located, was in the early days, that of the Hunn Tavern. It is understood that there was also a small grocery operated by A. T. Parker in the same building.

Across Eagle Street on the corner, where today there is a grocery store, was situated the Jesse M. Tiffany furniture and undertaking establishment. Later the business was continued by George Tiffany.

Next was the blacksmith shop of Herbert Tarr and in the building where Loblaws is located was the old Bissell wagon shop. This later became the Ford Sales and Service rooms.

Now, returning to the West Main Street bridge, on the same side of the street, there were buildings once occupied by Jar-ius and Ambrose Porter, builders. These men built, among many constructions, the Aaron O. Putnam home on Temple Street which is now the W.C.A. Home. The stone house next door on Main Street, toward the center of the village, was the McClure property, later owned and occupied by a prominent family, that of Ebenezer Lester. At present it is the Buick sales room. This was one of the first buildings lighted by natural gas.

The brick building next door to this was in 1878 owned and occupied by Robert Wolfers who was a building contractor and who built the old Norma

School. It was later owned by Mrs. Lena Earnshaw. We do not find a record of who lived at the site of the small hotel across Canadaway Street.

The next home was that of Dr. John Gilbert, a prominent family in the Presbyterian Church. One of the Gilbert daughters became Mrs. T. S. Hubbard whose husband organized the nursery which was long known by that name. Another daughter became the wife of George White, manager of the Fisk Jubilee Singers. Miss Irene Gilbert served as principal of a high school in Kansas City, Mo., for many years and it is thought that Christine, another daughter, also did not marry. The Gilbert home was some years later owned by the late Arthur Maytum.

On the site of the Grange Hall stood the home of the late Miss Kitty Clark and next was a double house owned and occupied by Dr. Johnson and his son-in-law, Harry K. Gates. This house was later moved to Canadaway Street.

Progressing toward Water Street, the next two stores were occupied by Albert Hilton, editor of the Advertiser and Union and owned in 1930 by Benjamin Reuther who used part of the building as a printing shop and the remainder was occupied by the Martina shop and a doughnut shop.

Francis Cottrell who in 1873 advertised a boarding house at the corner of Barker and Center Streets, owned the next building. It is believed that this originally belonged to his father who in the early days had charge of the manufacturing plant of Dr. M. M. Fenner.

Across Main Street at the Canadaway Creek was Teft's Mill and toward town from there was Julius Leidman's gunsmith shop. Albert Collis' home

is still standing where he lived and operated his paint shop. It is thought that Peter Bies' shoe shop was at one time in the same block. A Meacham family lived on the corner of Forest Place and West Main Street. In the nearby store was Frazier's hardware shop. Mr. Frazier was the father of the late Mrs. McClellan who made her home for many years with Miss Ellen Adams, here in Fredonia.

In the building next where later the gas company office, Flickinger's and the A. & P. stores were situated, were Dexter Hinckley's seed store and Malanethon Woodford's undertaking establishment. Mrs. Woodford's millinery store was at the same address.

The next area contained a shoe repair shop operated by Isaac Damon. A wooden building occupied by the Rev. Charles Low as a shoe shop was next and then the entrance to the livery stable operated by Benjamin W. Cotton and Son who advertised themselves as pro-

prietors of the omnibus running to the depot, as well as the livery and exchange stable. One of the wooden buildings of this section was moved to Free Street. The bank known as the Miner Bank and owned by J. B. Miner, president, and H. D. M. Miner, cashier, was next.

The offices of the National Bank were across Center Street and the village postoffice in that block with Melvin Taylor as postmaster, who served from 1871 to 1875, with the exception of one month, and again from 1899 to 1904.

The Taylor House was where the Russo building now stands. Beyond the Commons was the home of Leverett Green (now our Library). Mrs. Mullett occupied the building now known as the Colonial Inn, and in the small building which we remember as Jane Potter's candy shop, a millinery shop was operated by Mrs. L. T. Parker. The Jacob Zhender shoe shop was near this location.

There were offices over several of the Main Street stores.

Charles E. Hequembourg of Dunkirk

An outstanding citizen of Dunkirk and one who contributed greatly to the progress of his country and his home city was Charles Ezra Hequembourg.

Today his life from 1845 to 1907 would seem a short span, especially when one considers the completion of his many endeavors.

At the age of 18, having completed the education offered in the local schools, he responded to the call for soldiers, entering the service of his country in 1863 when he became a member of the 68th Regiment, Co. D. After receiving an honorable discharge at the expiration of his term of service, he

entered the quartermaster department of the Army of the Cumberland where he remained until the close of the war.

Mr. Hequembourg's interests were varied and his activities took him into many fields. Without doubt he was best known as civil engineer and contractor. Among the many buildings he erected was the Second Ward school house in Dunkirk, the first brick school house in Titusville, Pa., the Dunkirk waterworks in 1871 and the Hyde waterworks, near Chicago in 1873-74. The St. James Hotel at Bradford, Pa., which is said to have been the second brick building in the place, was put up by Mr. He-

quembourg and his associates.

The Pennsylvania oil fields attracted Mr. Hequembourg and he became an early operator in the Bradford area. His interest there spread to a concern of oil and gas production in many parts of our country.

He was responsible for the building of the plant for the Bradford Gaslight and Heating Co.. It has been stated that this was the first corporation in this country to supply natural gas to a municipality for both illumination and heat. As company president and engineer he was responsible for installing in 1880 a gas pumping station at Rexford, Pa., to supply gas to the city of Bradford. It has also been stated that at that time this was the only plant in this country pumping gas through a pipeline. Later Mr. Hequembourg carried out the same plan on a greater scale when as president and engineer of the Columbus Construction Co. he undertook the construction of a natural gas pipeline connecting the gas fields of Indiana with the city of Chicago in 1888.

The corporation in 1892, completed for the owners, the Indiana Natural Gas and Oil Co. and the Chicago Economic Fuel Co. what is considered the largest and longest natural gas pipeline system in the world, fully equipped with modern pumping stations.

Mr. Hequembourg's deep interest in his native city was evident throughout his life and

the respect with which he was held was especially evident in his election to the mayorship of Dunkirk. Although his affiliations were Republican he was elected mayor in the Democratic city by a large majority over the Democratic candidate. This incident indicated a move, in voting, to consider the capability of a candidate rather than his political affiliation. Mr. Hequembourg was re-elected to a second term in 1895 without opposition. He also served as civil engineer of Dunkirk and as president of the Commercial Association.

Reading "Educational Opportunities" by Miss Hilda Hequembourg, written in her usual charming manner, we become aware of her father's great interest in astronomy. The story of his Conservatory with its huge telescope, erected in 1896 near the family home in Dunkirk, is fascinating. For 15 years it stood there. The interest and enthusiasm shared by Mr. Hequembourg's wife and children in this study and the account of the many hours spent together in the tower is captivating and refreshing. The author tells us, in the same book, of the continued interest and study of the sky which prevailed while the family enjoyed trips on Chautauqua Lake in their own boat.

Mr. Hequembourg's keen concern and efficient business methods had a marked influence upon the prosperity of the city of Dunkirk.

Judge Albion Tourgee

It was in the Spring of 1885 that Albion Winegar Tourgee read in a Buffalo paper an advertisement offering for sale a house and 35 acres of land in Mayville. Judge Tourgee purchased the property and the next Summer took up residence

at "Thorheim." There the family lived until 1897 when they departed for Europe.

Local interest has focused upon Albion Tourgee for a number of reasons. Many of his books and articles were written while living in Mayville; he

used the locale for several of his stories showing his attachment to this area; his service in the Civil War as a member of the 27th Regiment N.Y. Volunteers; and through his great sympathy for the Negro he wrote of the Underground Railroad movement which was strong in our county.

The Tourgee family, of Hugonot origin, left France in 1685. When they arrived in America they first settled at Kingston, R.I., and later moved to Framington, Mass. Here the great-grandfather met and married Rebecca Robbins whose family came from New London, Conn. Their son, Valentine Jr., was born in 1814 and he it was who became the father of Albion Winegar Tourgee.

At Lee, Mass., Tourgee's parents, Louise Emma Winegar and Valentine, met. They migrated to Ashtabula County, Ohio and settled on a farm. On May 2, 1838 their first child, Albion Winegar, was born. After receiving his early education at Ashtabula he attended Kingsville College and then in 1859 enrolled as a student at the University of Rochester.

Lack of funds caused him to leave college and he became assistant principal of the school at Wilson, Niagara County. The college granted him a B.A. degree although he had not completed his course. In 1880 the college conferred upon him an honorary LL.D. degree and three years later the University of Copenhagen granted him a Ph.D.

Tourgee suffered from poor health after leaving college and it is understood he was confined to his bed for a considerable time but with an increased interest in law he spent much time reading Blackstone. When his health had improved he entered a law office in Ashtabula and in 1864 was ad-

mitted to the bar and began the practice of law.

Albion Tourgee enlisted in the army, serving in the Civil War first as a private in Co. E of the 27th Regiment, N.Y. Volunteers. At the Battle of Bull Run he lost the sight of his left eye and received injuries to his spine from which he suffered for the remainder of his life. In June 1863 he applied for a commission in the 105th Ohio Volunteers. He raised Co. G. of this regiment and was made first lieutenant. Thirty years later he wrote the story of his regiment in "Story of a Thousand." After being injured several times and having been a prisoner in Libby's Prison he was compelled to withdraw from the Army.

Following the war, Tourgee was appointed Judge of the Superior Court of North Carolina. It was then that he wrote his books disclosing the true conditions of the South and of the period of Reconstruction. The period covered by his series of six volumes extends from 20 years before the War until 12 years after. These books are; "Hot Plowshares," "Figs and Thistles," "A Royal Gentleman," "A Fool's Errand," "Bricks Without Straw" and "John Eax."

His "Sense and Nonsense" makes us acquainted with a student at Painesville Academy, Emma L. Killborn, a direct descendant of Gov. Winthrop of Massachusetts, who on May 14, 1863 became the wife of the author. Their daughter was Lodie.

"Black Ice" describes the country town which is recognized as Mayville and mentions many old residents. This book was dedicated to a personal friend, Dr. William Chase. "Button's Inn," published in 1887, a story using the setting of the

real Button's Inn located on the Portage Trail, is one of Judge Tourgee's best known stories. In this he endeavored to depict Mormonism as it was regarded in the very early days. The National Tribune published his "The Summerdale Brabble" in 1901. Some of these scenes are laid in Mayville. One of his later books, "An Outing With the Queen of Hearts," published in 1894, is one of the best beloved. It is a tribute to his wife, and describes an enjoyable trip together.

Judge Tourgee served as U. S. Consul to France from 1898 to 1903. Because of impaired health he was forced to decline the appointment to similar posts in

Nova Scotia and the West Indies. An operation in 1904 removed from his hip a portion of lead which had been there since the Civil War. He remained an invalid until his life terminated May 21, 1905.

Another indication of his devotion to Mayville was the fact that after cremation his ashes were sent back to the Chautauqua County town. The memorial service was most impressive and included representatives of many organizations. A monument standing in the Mayville Cemetery was erected to his honor and memory and an urn was sent for the Tourgee lot from a Philadelphia organization.

Dr. Alexander McIntyre

(The first purchase of land from the Holland Land Co., in the present Town of Chautauqua, was made by Alexander McIntyre in 1804. Not only because he was an early settler, but also because of his unusual projects and activities, he was well known and remembered throughout the area.

While a youth Alexander McIntyre was captured by the Allegheny Indians and lived among them. To this experience in his life he gave credit for his knowledge of the medicinal qualities of herbs and plants and for other phases of medical practice which he learned. He became known as Dr. McIntyre and was probably the first person, in our section, with a pretension of possessing a knowledge of the art of healing.

This man's appearance was not unusual except for one feature. He was of ordinary height and weight with dark hair and side whiskers. His eyes were deep set and grey, but the upper rim of his ears had been cut loose and dangled by the

sides of his face. The explanation of this was that the mutilation was performed by the Indians in recognition of his being a graduate Indian physician.

After living in Pennsylvania for a short time he moved to a site on the shore of Chautauqua Lake near the boat landing at Mayville where he erected a log cabin. The setting of his home was unique in that the cabin and considerable land in front of it was enclosed by a stockade of hemlock logs about 16 feet in height, as a protection against the Indians.

J. L. Bugbee of Stockton, to whom we are indebted for many accounts of early life in the area, recalled that Dr. McIntyre called his home "Fort Debby" in honor of Deborah Cameron of Meadville, Pa., who had come to Mayville with him and who maintained his home for him.

The older inhabitants remembered seeing him come out from his fort with a hunting knife in one hand and a lance in the other. The first year or two the Doctor raised corn and

potatoes for his own use. His name appears in account books of Jediah and Martin Prendergast who were early merchants of Mayville.

Peter Barnhart, a native of Germany, also came to the head of Chautauqua Lake. He also built a cabin and worked the lands of Dr. McIntyre on shares. It has been stated by a daughter of Mr. Barnhart that Alexander McIntyre Jr. was the first white child born in the Town of Chautauqua.

Dr. McIntyre had occupied his home but a short time when the neighbors were greatly surprised by a report that he had discovered a salt spring of great value in the vicinity. This news caused much excitement and wealthy people came from considerable distance with the idea of purchasing the spring. Salt, at this time, was selling for \$10 to \$20 a barrel. Upon careful investigation, however, it was discovered by some doubtful persons that a barrel of salt had been buried near the spring, causing the water to be salty.

The next venture of Dr. McIntyre, and a more successful one, was near Westfield where he found on the west branch of the Chautauqua Creek near the present village, a large sulphur spring. It was about the year 1814 that he built six or more small log cabins near the spring. Some were used for bath houses and others as accommodations for patients desiring to receive the benefit of the Doctor's medical services and the healing

contributions of the Spring.

The institution became very popular and Dr. McIntyre cared for all the patients he could accommodate. His plan of treatment for all invalids was similar: light and plain diet, plunge baths and drinking generously of the spring water. In addition to this he gave his patients syrup made by brewing roots and herbs.

According to notes of Dr. Silas Spencer of Westfield, this Doctor was very successful, especially in the treatment of rheumatic and cutaneous diseases.

Dr. McIntyre believed in extensive advertising. In copies of *The Western Star*, published at Westfield, in the years 1826 and 1827, are found many articles telling of the great value of his treatment and of the mineral springs. his satisfactory accommodations and even mentioning the improved road leading to the sanitarium. Testimonial letters also appear in this newspaper.

Another method of advertising employed by the Doctor was through his terms. When his patients were about to leave they were informed if they could afford "to blow the horn," the price would be a certain amount. If not, the rate was higher.

Dr. McIntyre's death occurred July 11, 1835 at the age of 80. It was recalled by neighbors that he was buried a short distance from his favorite spring, near the once popular institution but with no stone to mark his resting place.

Mark Twain and Fredonia

Although Mark Twain had no permanent home in Fredonia he did spend considerable time here and his association with the village had a definite effect upon his life.

Samuel Clemens (Mark

Twain), while on one of his several tours, came to Fredonia and gave his famous lecture on "The Sandwich Islands." Despite the fact, as he stated, that he arrived here late in the day and left in the night, thus see-

ing little of the village, he was very favorably impressed. He was especially appreciative of his cultured, attractive and attentive audience.

When the author and humorist decided to locate in Buffalo he wished his mother and sister to live near him, therefore he suggested that they "prospect" Fredonia with an idea to finding a home here.

Mrs. Clemens and her daughter, Pamela Moffitt, were pleased with the town and decided to locate here. They first occupied the Episcopal rectory which was vacant. Later they lived on Central Avenue in the home known many years ago as the Haywood, and sometimes as the Prescott home. The search of this property does not show ownership, thus we assume they rented the home. Anne and Samuel Moffitt came with their mother and grandmother to their new home.

Samuel Clemens bought a one-third share of the Buffalo Express for \$25,000 and he and his bride, Olivia Langdon, settled in that city in 1870. He, however, spent as much time as possible here and did some of his writing while in this village.

We find his interest in Fredonia evidenced in many ways. The Barker Library has in its possession 16 of his first edition books which he originally presented to the Holly Tree Inn, the early reading room in Fredonia. We find that Samuel Clemens purchased a lot at Van Buren Point in 1879. The deed to this property, a copy of which the writer has, conveys the lot from Daniel and Harriet Fairbanks to Samuel Clemens for \$115. In a letter from the humorist to his sister dated at Elmira, Sept. 15, 1879, he mentions sending her \$100 to pay for the lot. This same property was conveyed on Nov. 17, 1882 from

Samuel and Olivia Clemens to Henry Rodgers of Dunkirk for \$200. We also find that the author invested \$5,000 in the Watch Factory here in Fredonia.

Mark Twain's niece, Anne Moffitt, married a local young civil engineer, Charles Webster. This marriage brought about an arrangement and relationship between Mark Twain and Charles Webster which largely determined the author's remaining business life.

It was Charles Webster who bought the home on the corner of Temple Street and Central Avenue known for many years as "Interstrassen" and which is now the Larson Funeral Chapel. Pamela Moffitt, years later, made her home here with her daughter and family.

Charles Webster, the engineer of 30 years of age, was put in charge of the Kaolatype Machine which Mark Twain hoped would become a valuable machine in the printing business. Even though Mr. Clemens continued to pour money into the company, it failed.

Next Mr. Webster was put in charge of the author's new publishing company and he also became manager of the financial and business matters of Samuel Clemens. Mark Twain as organizer and partner of the publishing company expected to collect two-thirds of the profit of this firm which bore the name of the author's niece's husband. When the publishing business failed Samuel Clemens assumed the responsibility of paying all the debts.

The copyright of Mark Twain's books was retained by his wife, Olivia, and she helped to satisfy the obligations. The wreckage of the firm with what money he could gather with her aid paid the other debtors about 50 per cent of their claims. The

remainder he set out to earn on another lecture tour.

Mark Twain's grand-niece, Jean Webster, daughter of Charles Webster, who was born in Fredonia, came honestly by her talent for writing. Her stories, "Daddy Long Legs" and

"When Patty Went to College," were probably the most popular of her works.

We, of Fredonia, take pride in claiming Mark Twain, as a frequent visitor to Fredonia and one who enjoyed and loved the village.

Experiences of Our Pioneers

Experiences and adventures of our early settlers are revealed in old letters and diaries some of which have been hidden away for years. A number of the experiences thus recorded are pathetic, showing the difficult times endured by these courageous people. Some are humorous and many acquaint us with the conditions of those days. They are entertaining, all of them.

Soon after Mr. Sisson located in the Holland Purchase, he had occasion to go to a grist mill. The mill most accessible was located a distance of 15 miles away. He loaded his grain on the conveyance known as a crotch or drag. This was made by cutting off the body of a tree just below the forks and rounding up one side so that it would easily slide over obstacles.

On to this V-shaped contrivance Mr. Sisson hitched his yoke of oxen and started for the mill. The next day as he returned on the Indian trail through the wilderness, night overtook him. He was but four or five miles from home but feared he might lose his way in the dense woods. He did not wish to remain in the forest all night and neither did he wish to attempt to find his way out. A solution occurred to him,—at least it was a plan which he hoped would work.

Trusting that the oxen would instinctively follow the trail home, he unyoked them and

placed one behind the other, with the leader, of course, ahead. He then seized the tail of the second animal and thus was piloted safely home. The next day he returned for his load.

Joshua Jackson, locating in Charlotte in about 1818, purchased a small cow which was expected to supply plenty of milk for the family use. A bell was suspended to the cow's neck and since there was not much feed she was allowed to browse at will. However, one day she did not return as usual and the members of the family were unable to locate her. The children were greatly distressed since it was johnny cake and milk which constituted many of their meals.

After three days the family gave up the search. The two boys were sent into the woods to gather bean poles and, as is common among young boys, they stopped to play. As they jumped up and down on a large sycamore tree that had fallen to the ground, they heard strange and almost unearthly noises which seemed to come from the tree upon which they were playing. They were so frightened that, forgetting bean poles and all, they ran home and summoned the father who quickly reached the tree.

Looking in one end of the fallen tree he beheld the precious cow, which had stepped into the opening probably in an effort to escape flies. The

entrance was about six feet in diameter and although the tree was merely a shell she was unable to extricate herself. With the help of neighbors and their axes, a door was opened on one side of the sycamore and the cow was freed.

In the early days it was not uncommon to see a bear strolling through the woods. In one of our early settlements the neighbors took turns at night rounding up the cows which were allowed to roam. When Mr. Oyer's turn arrived it was Sunday so he did not take his gun with him as was the usual habit of the men. However, he coaxed the dogs of the neighborhood to accompany him on his errand.

He could hear the tinkling of the bells in the distance. Suddenly the dogs set up a ter-

rific howl. Mr. Oyer, approaching with great speed, discovered that the dogs had a bear at bay. The bear sat up on his haunches with his back to a large tree, and whenever a dog got within his reach it met with a blow from Bruin's claws and whenever Bruin turned and started to climb the tree the dogs would seize him and haul him back.

The only weapon Mr. Oyer had was a pocket knife—not a very powerful weapon with which to fight a bear. Thinking quickly, he cut a cudgel with the knife and, by keeping the tree between himself and the bear, he was able, stepping to one side, to deal him several stunning blows across the nose and a few more across the head. Thus the bear was subdued and finally killed, providing meat for the neighborhood.

The Nemesis of Chautauqua Lake

A story of local interest, one of several written by A. B. Richmond (1825-1903), was published shortly before the author's death. This is "The Nemesis of Chautauqua Lake."

In the introduction of the book Mr. Richmond, who was known as a prominent lawyer, refers to his childhood when his father lived in Westfield, Chautauqua County. The practice of his father, Lawton Richmond, a physician and surgeon, extended over the county and "portions of the country adjacent thereto." The father was also a Methodist minister and it has been stated that he preached the first Methodist sermon in Westfield.

Alexander McIntyre, also of the present Westfield area, who was sometimes mentioned as the Indian doctor, was a friend of Dr. Richmond and often consulted him regarding his pa-

tients.

In 1832 on a Summer morning Dr. McIntyre requested Dr. Richmond to ride to Mayville with him to visit a patient. The son, A. B. Richmond, was allowed to accompany them. As they rode along the trail Mr. McIntyre related an old legend of the county and this Mr. Richmond retells in his story, "The Nemesis of Chautauqua Lake."

He wrote that although he was taking an author's liberty to elaborate and "paint its incidents with the feeble pen of narration," they were substantially true as narrated by the early traditions of the country.

Mr. Richmond was inspired to write the book after the discovery of skeletons by workmen as they prepared to erect the Auditorium at the Chautauqua Assembly grounds. There was considerable excitement

when the bones were unearthed and the first belief was that this had been an Indian burial ground. Upon hearing the reports Mr. Richmond recalled the legend told by Mr. McIntyre when he was a lad of but seven years of age, and he was convinced that these were the remains of the victims of The Nemesis.

In the story we are introduced to a man by the name of Munson, a well educated man from the east, happily married, who wishing to separate himself from friends and surroundings because of an undesirable influence toward the use of alcohol, came shortly after the Revolutionary War to the forests of Chautauqua County, bringing his wife, children and mother. He built a cabin at Barcelona. Later his dwelling was a hidden cave on the site of the present Assembly grounds. As one reads the story he recognizes the contour of the little ravine back of the auditorium.

Judge Frank Hall was sent into Chautauqua County and Western Pennsylvania on missions for the government. He was guided on his journey by an Indian, Oneida. Judge Hall met Munson and learned of the massacre by the Indians and the scalping of all of his family except his little daughter, Helen. After the tragedy, Munson, in a half-crazed condition, killed every Indian he encountered. In his great anger toward these men he also shot Oneida.

Although there was a law requiring punishment for anyone killing an Indian, and although part of Judge Hall's mission was to apprehend the person who had murdered so many Indians of this area, still the Judge, realizing the mental anguish of Munson, hesitated to report him. As Judge Hall

was disposing of the body of Oneida his act was witnessed and he was put into jail under suspicion of murder. Munson to express his gratitude for not disclosing the fact that he was the murderer, assisted Judge Hall to escape and escorted him safely on his way to complete his other missions.

Judge Hall and a settler, Jonas Burch, accompanied Munson to his habitation. They noticed, over the fireplace, in a neat spacious room, a shelf of books, including a Bible. To their amazement they discovered that the walls were covered with scalps which Munson said were of Indian warriors.

Munson acted as an Indian scout during St. Clair's unfortunate expedition against the Indians and Judge Hall was commissioned Major in Wayne's army. As Munson was dying on the field Major Hall leaned over him and caught his words, "Yes, yes, darling, I am coming."

He took Munson's long, double barreled unerring flintlock, on which the name "The Nemesis" had been carved. Judge Hall was wounded in the Battle of Fallen Timbers and remained in Pittsburgh while his wound healed.

Here he met, in the home of General Neville, a young woman. Believing her to be the daughter of General Neville he asked for her hand in marriage. The General explained that she had been ransomed from the Indians when about five years old and had been brought up by the Nevilles as their daughter. The girl vaguely remembered, as a bad dream, the terror caused by the Indians although her foster parents had never told her the truth.

The young woman recognized Munson's gun which Judge Hall had brought from

the battlefield as one her father had owned when she was a child.

The bride and groom visited

her early home while on their wedding trip to the east, and she discovered additional proof of the tragedy.

Abner Williams of Canadaway

As attention is focused upon the observance of the sesquicentennial of the War of 1812, our thoughts naturally turn to the part played by our town in that war. We think especially of the Second War of Independence. One of the local men who gave his life was a youth of 18 years of age, Abner Williams.

The site of his first home in the Holland Purchase is historical, not only because it was the location of the cabin of the very brave pioneer Williams family but because later upon that land was erected another building of interest in the history of our town. The present building, now a dwelling and a store, which is at the corner of West Main and Chestnut Streets, was originally the Pemberton Inn and also served as a link in the Underground Railroad movement.

It was in the Spring of 1807 that Richard Williams, with his wife and six children, drove into Canadaway (later named Fredonia) to establish a home. Their limited possessions were drawn from Sangerfield, Oneida County, by a pair of horses and a yoke of oxen.

The following Winter Mr. and Mrs. Williams made a return trip to Oneida County, riding on horseback, he carrying an extra harness and she a baby but a year old. Their journey back to Canadaway was in a sleigh and they were then accompanied by two other families.

Abner, the eldest of 13 children, was helpful in filling his

father's contract to carry the mail from Buffalo to Erie, Pa. It was more often, however, that Abner assisted at home while the mother, Sophia Morton Williams, took the place of the father when he was ill. It was sometimes necessary for her to strap the mail on the back of one horse which she led as she rode another. When the water of the Cattaraugus and 18 Mile Creeks was high she was forced to swim the horses, holding the mail above her head. Sometimes she paddled in a canoe, leading the horses by their bridles as they swam.

Word was received by Mr. and Mrs. Williams that their daughter and children in Indiana were very ill. Mrs. Williams drove through the very sparsely settled territory to them. In order to transport the sickest children home she made a bed for them in the wagon box. When she crossed a deep stream she lifted the bed on to the boards across the top of the box, thus keeping her patients out of the water.

Mr. Williams, a descendant of Roger Williams, founder of Providence, R.I., meanwhile was responsible for building mills and for helping to develop Canadaway. Since there were but five families here when the Williams arrived there was much work to be done.

Richard Williams and Hezekiah Barker built a grist mill near the creek. The mill gearing was brought from Batavia, 21 days being required to make the trip. Some of the original papers and correspondence rela-

tive to the mill, which were possessed by Dr. H. C. Taylor of Portland, prove the hardships endured in establishing a means of converting the forest timber into lumber and the limited supply of grain into flour and meal.

The Williams' cabin was 12 by 16 feet and much of the time, especially while the mill was being erected, the household increased to 15 to 20 persons.

It is not surprising that the son, Abner, was endowed with great courage, not only through heredity but also from the example set by his parents. Abner was stationed on Commodore Oliver Perry's flag ship, the Lawrence. It was in the great battle on Lake Erie on Sept. 10, 1813 that Abner, continuing to fight after being wounded, was shot and his body riddled. He was buried at sea.

Mrs. Sophia Harris of Buffalo, a sister of Abner, recalled the day the sad news reached the parents. That day the mother had hurried with her work and when asked by a neighbor why she made such haste Mrs. Williams replied, "I want to get through before the news comes.

Maybe I can't work then." It would seem that she had a premonition.

As another son came with the news, she asked, "Elijah, is Abner killed or wounded?" He was forced to reply, "He is not wounded." The message of Commodore Perry told of the great bravery of their son.

Mrs. Harris recalled that her parents, hand in hand, walked through the garden into the peach orchard and, sitting down on a log, gave way to their grief. She, standing back of them, heard the prayer of her mother pleading to God that they might be given strength to accept this crushing blow.

Mr. Williams seemed never to recover from this loss. He died in 1822 and Mrs. Williams later married Ithamer Couch and lived in Portland until her death in 1854. They are both buried in the Fredonia cemetery.

The monument as a memorial to Abner Williams bears an inscription with his age and the date of his death and also these words: "His life he gave to his country—his body to the deep."

Walter Smith

In reviewing the early history of this part of our present Chautauqua County, one is impressed by the frequent mention of Walter Smith. His activities were broad, especially in the commercial field.

At the age of 19, in March of 1819, Walter Smith settled in Fredonia and embarked upon a mercantile career in partnership with Jacob Ten Eyck of Cazenovia, for whom he had worked. The capital was supplied by Mr. Ten Eyck and the business conducted entirely by Mr. Smith who brought the goods into Fredonia. The agree-

ment was that the profit should be shared by the two men.

Upon his arrival here, Walter Smith purchased the store and ashery belonging to Ralph and Joseph Plumb who had been in business for a few years. This new business man became known, not alone for his financial success, but because of the benefits the settlers derived from dealing with him.

He was well aware of the limited means of these new inhabitants of the Holland Purchase, most of them possessing but a very small amount of money, usually a yoke of oxen

and a wagon or ox cart, and a very meager amount of furniture. When a settler contracted his land it often took all the money he had for his first payment. The remainder could be paid in yearly installments with interest.

Mr. Smith, while accommodating the settlers with credit and thus aiding them greatly in their efforts to prepare the land for cultivation, made a comfortable profit for himself. His first year's sale of goods reached \$20,000 and during six years of business in Fredonia it reached \$75,000 a year.

The success of this man was due largely to his careful planning and his ability to sell or exchange the pearl ashes and black salt ashes and also grain and other farm products. The ashes were shipped to Montreal. Mr. Smith did not limit his cargo to his own products but collected from the asheries in the near settlements. Those included the ones owned by John Coney of Portland, Guy Webster of Hanover, Alvin Williams of Westfield and the Brockways of Ripley. These men received their profit in cash after Mr. Smith had deducted the amount due him.

The farmers who brought their grain to him were paid, at least a percent, in cash, and he, in turn, arranged the exchange or sale of their products. Under government contract Mr. Smith supplied the garrisons and forts of the Lake area with farm products. He estimated that he himself shipped three-fourths of all the pearl and pot ashes produced in Chautauqua County.

We find that in 1824 Walter

Smith and George A. French opened a store in Sinclairville and carried on a successful business there. Another venture of this enterprising individual was the establishment of a stage line called the Buffalo and Erie Union Line which was run in opposition to one operated by Col. Bird and his son, Ira R. Bird of Westfield. One of the commissioners to receive subscriptions for capital stock in the Chautauqua County Bank of Jamestown, the first bank of the county, was Walter Smith.

The attention of this business man was attracted to nearby Dunkirk whose population by 1825 had diminished to 50 persons. He became associated with DeWitt Clinton and others in the proprietorship of that settlement. He was also one of the first projectors of the N.Y. and Erie Rail Road and it was largely through his influence that the road was chartered April 24, 1832. It was his foresight that led to the inclusion in the charter a requirement for a certain number of trains to stop at Dunkirk each day.

Mr. Smith, with others, suffered in the financial crisis of 1836. He moved into Ohio and became the manager of an iron plant in which he had had a great interest. In 1852 he returned to Dunkirk and resided there until his death in September of 1874.

He had married Minerva Pomeroy Abell, daughter of Mosely W. Abell of Fredonia, in 1825. To them had been born five children; Mary, Kate, Walter C., Sara and Cornelia. Mrs. Smith lived only until Feb. 25, 1855.

A Difference of Opinion

Seldom in the history of Fredonia has the question of a change in the village become

an issue in the election of a president and trustees. This was the case, however, as a result

of the controversy during 1901 and 1902 over the closing of the road between our two parks. It was "yes" or "no."

A group of citizens, in 1901, decided that there should be no road through the park or common. Their argument was based upon the fact that the beauty of the area would be enhanced by eliminating all traffic through the park. Also, they contended that when Hezekiah Barker gave the land to the town it was his intention that it remain one plot — the "Common." In the very early days, it appears that people were permitted to drive over and through the area at will. Then, one road, as at present, came into general use.

Some of the citizens who wished to keep this drive, dividing the parks, were merchants who operated stores on Water Street and who insisted that closing the road would hinder their business. Others of this group felt that there was no point in making it necessary for people to walk around the common to reach Main or Temple Streets. Also, at that time Mr. Mark was presenting the village with the two fountains which might be interpreted as a logical gift for two separate parks.

Agitation grew throughout the town and the feeling became more heated day by day. An item in *The Censor* of April 17, 1901 states that "the work on the Mark fountains is progressing rapidly. Whether the central roadway will be closed is yet an open question."

Mr. E. P. Wilson presented at a trustees' meeting, a petition of 164 names against closing the road. Mr. Tremaine argued that to narrow the roadways around the parks and pave them would give more parking room and make the grounds more attractive. It was stated

that on an uninfluenced canvass it was believed that the majority of citizens would favor closing and "making a grand pleasure ground."

The group opposed to the closing of the road served an injunction on the village president and trustees. The trustees made no objection to having the matter settled legally and it was planned for the case to be heard before Judge Childs in Buffalo. Early in June the attorneys and trustees went to Buffalo to argue before Justice White the application for an injunction against closing the roadway. Nelson J. Palmer appealed for the plaintiffs and William Stearns for the trustees. The decision was, "Injunction denied."

Meanwhile Mr. and Mrs. C. L. Mark arrived from Winter Park, Fla. He was pleased with the way the fountains were placed and expressed his views in favor of making both parks into one.

The intense discussion throughout the town led Mr. D. A. White to display a copy of the deed of our village park. This deed was made in 1825 by Hezekiah Barker and Sarah, his wife, to Zattu Cushing, Leverett Barker, William Barker, Mosely W. Abell Oliver Barnes and their heirs or assigns upon the condition that they "shall forever hold the premises above described and conveyed, in trust, for the inhabitants of the said town of Pomfret as a Public Square or Common and for no other purpose whatsoever."

Mr. White stated that some years before the authorities of the Town of Pomfret transferred the property to the village with the right to care for and ornament the same but not to violate the terms of the deed. Mr. White added that when the Common was donated, Water Street was but a

short street running only to the creek or a little beyond and the people came in from the south by Hamlet Street or from Eagle Street. If they were going to Dunkirk they drove across the Common cornerwise to Temple Street but there was no road where our park is now divided. He felt that Mr. Barker never intended to have a road there and in closing the road the trustees would be carrying out the original plan of Mr. Barker.

One irate citizen argued that if the land was to be one plot the veranda of the Columbia Hotel would have to be removed as well as the roads about the park, and this would include the street car tracks.

It was decided to remove the center road and plant flowers where the road had been. By June 12, 1901 this had been accomplished.

In February 1902 it was reported that certain parties

were still not reconciled to the closing of the road between the parks and that they were scheming to elect two trustees who would cut the park in two again. Those who felt the parks should be kept as they were persuaded Dr. Chauncey Rathbun, Winfield Holcomb and James R. Hall to be candidates for president and trustees. The election, as reported in *The Censor* for March 12, 1902, was a landslide with U. E. Dodge being elected president and Kirby Hayward and John Thies, trustees.

At the board meeting following this election resolutions were introduced providing for the removal of obstructions through the parks between the east and west sections and permitting the public the same use of the roads which they had formerly enjoyed. These resolutions were duly passed and by March 19, 1902 the road was reopened and travel resumed.

A County W.C.T.U. Convention

Considerable interest in Fredonia has been shown recently by tourists stopping at the Chamber of Commerce booth in our Park. Questions asked by several have been those concerning the fountain given in memory of Mrs. Esther Lord McNeil, the great local Crusader of the Women's Christian Temperance Union.

The facts of the Crusade held here, starting at the Baptist Church, are by this time quite familiar. Little has been reported, however, of the county organization meetings following the Crusade.

One of the most colorful and historic conventions of this organization was the 13th semi-annual convention held in Dunkirk in November of 1895. The

records of the meeting have been preserved and it is of interest to relate part of the program and to recall the names of those participating.

The program of this gathering shows the great interest and the effort extended throughout the county to carry out what was believed right or best for the area, especially for the young people and the influence upon them.

The opening session was held in the Baptist Church with a grand reception and an elaborate dinner for the large number of delegates, preceding the opening of the convention. The assembly was called to order by the President, Mrs. U. M. Babcock of Silver Creek, who opened the meeting with an ap-

propriate and excellent address. After devotional exercises and singing, Mrs. Cary, the Recording Secretary, read the report of the previous convention and Mrs. Viola Parkhurst of Mayville presented a pleasing paper. The Rev. Badgely of the Presbyterian Church terminated the first session with instructive and interesting remarks.

Citizens of the city were invited to attend the evening meeting which was opened with a vocal solo by Mrs. Burr. The Rev. Meader extended a hearty welcome on behalf of the churches and ministers of the city.

In his greeting he remarked that "the W.C.T.U. has laid a more lasting foundation than the historic foundations of the adamantine structures reared by King Augustus." He stated that the work of the W.C.T.U. had been along lines which touched the hearts and minds of the people, and that their work had resulted in making it easier to do right and harder to do wrong. The speaker's reference to the work of Neil Dow met with great applause.

The address of welcome, in behalf of the city, was delivered by Mayor Hequembourg. He referred to the movement inaugurated in Fredonia Dec. 15, 1873, which was destined to attract attention throughout the state, nation and civilized world. He described how the band of women, urged to action by the evil results of the sale and use of intoxicating drink, undertook, by determined effort, to suppress the sale and use of liquors within the village.

The mayor added that of the 31 departments of work undertaken by the W.C.T.U. in this state 17 were operative in our county. He stated that it had been called to his attention that the law of 1887 raising the age

of legal consent for contracting marriage was due to the effort of this organization in this county.

Mrs. Martha Fairchild of Silver Creek responded to the addresses of welcome. She felt the ladies would indeed be stolid if they were not moved by the mayor's warm welcome: that the welcome by the clergymen was naturally expected, since the two bodies were comrades in the righteous warfare.

Mrs. Decker and Miss Vande Velde sang a pleasing selection as did Miss Grace Valentine. Miss Nina Love of Silver Creek favored the audience with a recitation. Miss Julia Shepard of Fredonia spoke of the many ways in which the cause of temperance could be promoted. She then outlined the forces with which the cause had to contend. Her talk on "The Living Issue" was followed by a declamation by Miss Bessie Skinner and another solo by Mrs. Burr. The evening exercises were closed with a recitation by Claude Wilkes.

At the next morning session the devotional exercises were led by Mrs. Pinney of Westfield. After the singing there was a "Table Talk on Narcotics" with discussion conducted by Mrs. Sterling of Silver Creek. The participants in the discussion were Mrs. P. M. Elmer, Mrs. Best, Mrs. Frank and Mrs. Twing.

Following a solo by Mrs. Reno there were reports of the State convention at Rochester given by Mrs. White of Hanover Center and Mrs. Delia Wilson of Gerry. The Noontide Hour of Prayer was led by Mrs. K. Morris of Brocton. An invitation to hold the next meeting in Cassadaga was accepted.

The devotionals of the last session were led by Mrs. Rose Putnam, and a letter was read from Mrs. Martha S. Reed. Mrs.

Jennie Dawley delivered a paper on "The Ainsworth Bill," and a discussion of "Scientific Temperance Instruction," in which all delegates took part, seems to have been one of the

most important features of the convention. Recitations were given by Addie Fox and Pearle Took.

The great Crusade of Fredonia will never be forgotten.

Fredonia's 1910 Explosion

As changes in the property of the local area occur the older inhabitants recall former occupants of that property and also events associated with the property - thus, recently, the explosion of 1910 has been recalled.

In upper Center Street, Fredonia, where the Acme Market and the parking lot are now located, stood the B. & L. E. Traction Co. car barns and the powerhouse. During the early evening of Dec. 15, 1910 occurred the explosion there of a boiler in the J. A. Bendure steam heating plant.

The explosion was of terrific force, twisting the iron girders and reducing the brick building, which was comparatively new, to a mass of ruins. Windows for blocks around were broken.

The building had been erected in the Fall by J. A. Bendure of Buffalo who purchased the equipment from the Traction Co. The boilers were those which had been used in the old power house of the Traction Co. and had been moved into the new building and were being used to supply steam heat for the Normal School, the churches and many of the stores and some private residences.

Of the three boilers in operation at the time of the accident, the middle one exploded, although the boilers had been inspected but a short time previously by an insurance representative. The boiler placed nearest the street was blown across Center Street and against the double house. The

one, on the other side, was discovered, after the explosion, under a pile of mortar not far away.

The boiler which exploded was torn apart and was forced through a double brick wall in the car barns of the B.&L.E. Traction Co. on the east side and left a hole 20 feet in circumference as it passed through another wall.

All of the windows in the Fire Hall were broken and nearly all of those in the Village Hall and the Columbia Hotel, which stood on the site of the present Russo Building. The terrific jar caused many plate glass windows on Main Street to crack and break. Sidewalks were covered with broken glass.

As pieces of concrete roof, and parts of the boiler and bricks went flying through the air with a terrific force many persons narrowly escaped serious injury. One family living but about 60 feet from the scene of the accident experienced one of the narrowest escapes of any reported at the time.

The family, living on the same side of Center Street, had assembled for an evening chat. As reports of the explosion were heard by them an avalanche of bricks was blown through the outer wall and they were embedded in the partitions across the room where the family had gathered. Fortunately the people escaped injury. A table in the room was reduced to mere splinters.

The night foreman of the plant, Fred Burrell, a man of 22 years of age and who had come to Fredonia but a few weeks before, was killed immediately. His face was mutilated beyond recognition. William Bishop, who had been conversing with Mr. Burrell shortly before, was discovered buried beneath the debris as the brick walls were carried away. He was found in a serious condition and after first being carried to the Columbia Hotel, was transported to the hospital. William Torrence and his son had only reached the street across the roadway when the accident occurred. But a short time before there had been several men in the plant.

Mr. Torrence was the foreman and he reported that so far

as he knew the boilers were in good condition and he could give no reason for the accident. The boilers had been inspected before being fired up.

A similar accident was narrowly avoided a few weeks previously when Mr. Torrence discovered the difficulty just in time to save it from blowing. A blister on the under side of one of the boilers was patched and the boiler fired up again.

Many houses in the vicinity suffered considerable damage, including holes through the roofs. The Moir, Lovelee and Stevens homes on Center Street were damaged greatly by flying bricks and pieces of mortar. The catastrophe presented a serious problem of heating buildings which had depended upon that system.

Reflections on Our Pioneer Life

It is an interesting fact that during the first 150 years of our history, settlement was largely confined to the New England States and the Hudson Valley of New York State. At the time of the Revolutionary War, there were scarcely any settlements west of the German Flats of the Mohawk Valley.

Regardless of the great desire to own land, the western flow of emigration decidedly slowed up because the northern and western parts of New York State were in the hands of the warlike Iroquois Confederation of Indians who had been with the British and Colonists in the war with the French. At the close of the Revolution they were so decimated that they no longer presented a barrier to the westward movement.

Thus, following this period, the travel toward the Pacific became greatly accelerated. In 1790, there were very few set-

tlers in Western New York but by 1800 the infiltration was decidedly underway.

It is difficult for us today to visualize the trails over which the pioneers were forced to seek their way. As they slowly picked their way they were obliged to stop and fell trees to make room for their ox carts and covered wagons to progress through the woods.

The lands selected by our pioneers were, of course, usually covered with a dense forest and it required a great amount of work to clear the land. "Underbrushing" was the first part of the clearing process. The undersaplings and bushes were cut close to the ground and piled in heaps. The trees were then felled and their trunks cut into lengths from 12 to 15 feet. When the brush was thoroughly dry it was burned. This fire also took care of the accumulation of leaves. The re-

sulting ashes proved an excellent fertilizer, assuring the pioneers of good crops for several years.

The operation of "logging" was usually done at a "bee" for which the neighbors from miles about assembled and participated. For this purpose the men brought their hand spikes—strong poles about six feet in length and flattened at the larger end to enable them to force the poles between the logs. The logs were drawn by the oxen and placed in piles and burned. With several men working it was possible to clear a number of acres within a day.

The "virgin soil" was ready for the seed when the timber had been cleared away. The ground was tilled with a triangular harrow, usually called a "drag." A drag was constructed of two pieces of timber, about five inches square, put together in the form of a letter A. Spike teeth were driven through the timbers to project beneath them. The early spike teeth were much larger than those used later since those of the early days had to endure the harsh work of bouncing over roots, stones and stubble.

The early plows were constructed of wood with hard wood points. These were not capable of turning a furrow but served only to stir up the dirt. When the roots had become brittle this implement could be used to good advantage.

Early harvesting was also primitive and until the stumps could be removed or became decayed, the use of the grain cradle was impossible. A hand sickle was a necessity as a first means of harvesting and this presented a laborious task.

The grain was usually threshed with a flail and 10 to 20 bushels were considered a good day's work. Another arduous task was the separating

of the grain from the chaff. With no fanning mills available, a riddle (a very coarse sieve) about 30 inches in diameter and five or six inches deep, was used. One man held the riddle, filled with wheat in the chaff, high and shook it, allowing the wheat and chaff to fall while two other men created a breeze by shaking a sheet. Through this method three men could clear approximately 10 bushels of wheat in a day.

An occasion when work was combined with a good time was when a Husking Bee was held. Again the neighbors gathered at a cabin or the barn of one of the settlers and there husked his corn which had been gathered when the ears were ripened, and piled ready for the husking.

A supper was prepared and, after the work was done, it was served to all and this was followed by dancing and the playing of games. A jovial custom of the Husking Bees was when a young man discovered an ear of red corn he was permitted to kiss any girl he wished and he received a kiss in return.

The early housewife was faced with many problems which she courageously and resourcefully met. One of these was the responsibility of the cooking.

The cooking and baking of food was done in and in front of the fireplace. This undertaking was made somewhat easier in the newer cabins by the added convenience of a stout pole, called a "lug pole," which extended from side to side of the fireplace. On this the kettle was hung. This pole was carefully placed at a height which permitted the heat to reach the kettle and yet far enough above the fire so that the pole would not take fire.

Some wives were fortunate

enough to have "trammels," which were pieces of iron rods with a hook at each end and were used to suspend the kettles. These were of various lengths to enable the cook to hang the kettles so they would be near the fire or away, as necessity demanded.

An improvement over the lug poles came with the advent of iron cranes which were also attached to the side of the fireplace and which would swing out into the room, thus providing a more convenient and less hazardous method of performing the duty of cooking.

Today a few persons are fortunate enough to own, among their collections of early utensils, a long - handled frying pan used by an ancestor, or a three-legged cast iron spider. These iron spiders were in quite general use by families who were lucky enough to acquire them. They could be placed directly over the coals and were also used to bake bread by turning the spider up on one edge toward the fire with the handle upwards.

Far from all settlers possessed cast iron utensils. Bread, and especially corn bread, was often baked by spreading dough on a smooth board about two feet long and eight inches wide. This was then placed on the hearth before the fire in a slanted position. When the upper side was baked the bread was turned over. It was a happy day for the housewife when she became the owner of a cast iron "bake kettle" or "Dutch oven" with legs and a close - fitting cover. Later, when it was possible for the settlers to have brick, outdoor ovens were constructed where large quantities of bread could be baked at one time.

Procuring bread in the early days might indeed be termed a hardship. Since it required two years for a settler to clear

his land and make it productive, he was forced to depend on other means of securing flour. It was not uncommon for a pioneer to pay his last \$10 for a barrel of flour.

It was in 1826 that the first wheat was shipped from Chautauqua County to the New York market. That was on the canal boat "Fredonia Enterprise," constructed at the foot of Fort Hill, Fredonia, by Zattu Cushing, Joseph Sprague and others, and drawn to the Dunkirk Harbor by 100 oxen.

There were many things which would have added to the comfort of these early families which could not be produced on the farm and could only be obtained in a store. The establishment of a store in a settlement was not always the answer either, because of the scarcity of money. Another fact was that the merchandise was expensive. This was in part due to the high cost of transportation of the goods.

The high price of merchandise was but part of the farmer's misfortune. While he had to pay a double price for nearly every article of store goods, he was obliged to sell his farm products at about half their cost in labor. Goods were sold by pounds, shillings and pence. Merchants usually marked their goods in this currency and so charged them to their customers, but the aggregate cost of the number of yards or pounds of the articles sold was "carried out" in dollars and cents. After the Revolutionary War and at the time of the decimal currency in New York the value of the pound, or 20 shillings, was \$2.50, making the shilling worth 12½ cents.

It is revealing to look through old store account books and note the prices as recorded. The cost of a few items as sold from 1811 to 1818 are given here in

shillings and pence:

Calico — 3s 4D a yard (3 shillings, 4 pence).

Tea — 14s a pound.

Powder — 8s a pound.

Shot — 2s a pound.

Paper — 3s a quire.

Nutmeg — 1s each.

Broadcloth — 8s (\$10) a yard.

Prices received for farm produce were poor. Corn sold at 12½ cents a bushel, wheat for 37½ cents, butter brought 6 to 8 cents, oats 10 to 12 cents a

bushel. Dressed pork sold for 2 to 2½ cents a pound.

Merchants sometimes accepted cattle in payment of debts. A good pair of working oxen were worth about \$50, 3 year old steers \$15 a head. Maple sugar was always a staple article of trade.

When one considers the low prices for farm produce it is hard to understand how the settler could buy the merchant's goods or how the merchants could sell enough to keep the stores open.

Navigation on the Cassadaga Lakes

The Cassadaga Lakes, a chain of three, located about eight miles from Lake Erie and approximately 700 feet above it, were known by the Indians as Gus-Da-Go meaning "beneath the rocks." From the early days of the Indian dug-outs and bark canoes there has been navigation of one kind or another on these lakes.

Fishing has always been popular in these waters and in the early days was profitable. Presenting quiet beauty and picturesque scenery, pleasure trips have been greatly enjoyed by hundreds of persons each season. For years boats also served as a means of transporting persons from the Cassadaga docks to the landing wharf at the Lily Dale Assembly grounds.

Records disclose that the first settlement of Cassadaga was at the southern shore near the outlet into the Cassadaga Creek. There in that area three pioneers spent the Winter of 1809-1810—Abel Beebe, Joel Fisher and Othello Church. The first tavern at Cassadaga was kept by Ichabod Fisher in 1811. With the increase of population of the village, the erection of Summer homes and the establishment of

the Lily Dale Assembly on the upper lake, the popularity of the Cassadaga Lakes steadily grew.

Most boats were placed on these lakes with the object of profit in one form or another. It was in 1827 that the Cassadaga Navigation Co. was formed with a capital of \$20,000 and organized with the plan of improving the Cassadaga Creek from the lakes to the junction with the Conewango and also to insure navigation of the Conewango.

The first task was to clear the streams of all obstructions, which included logs and brush. Some of the area people, anticipating the result of this effort, volunteered their help.

The first keel boat to come up to the Cassadaga Lakes, of which we find record, was one about 25 feet in length. It arrived loaded with salt and on its return to Warren carried produce from the village. On its second trip it stopped at Sinclairville, leaving there some of its cargo. Much to the disappointment of the owners and settlers it was discovered that the plan was not practical because of the narrowness of the Creek, the shallow water and the many sharp

bends. Therefore, this effort was abandoned.

In September 1860 a steam dredge, "The Calcium" was launched on the Cassadaga Lakes. The celebration honoring the occasion was held on Sept. 14 with William A. Barden, Esq. of Fredonia as the speaker. This dredge was designed to remove the marl from the bottom of the Lakes. A notice in a local paper concerning the observance stated that "a dinner will be served at the W. Phillips Hotel and also one by James Beebe at the Beebe House. A ball at the Beebe House will follow in the evening."

Some marl was sold but the venture proved unsuccessful and the old dredge, abandoned, remained on the east shore for over 40 years and the timbers gradually decayed and finally, what remained was removed.

Today a sail boat is occasionally seen on the Cassadaga Lakes, but so was one seen and enjoyed in 1874. A group of young Forestville people, as reported in an early newspaper, described a sail boat ride in a boat belonging to Dr. I. W. Pond, Capt. Charles Jones and Lester Hart. It was 20 feet in length with a five foot beam and carried over 35 yards of canvas and could safely accommodate 20 to 25 persons.

The first steam boat on these lakes is said to have been owned by John Edgar Pierpont and was brought from Chautauqua Lake. This was a screw propelled boat about 20 feet long and known as the "Water Lily." It was at the time of the organization of the Free Association, later known as Lily Dale, and many persons were visiting that community so this boat had a busy schedule transporting passengers up and down the lakes. For some time it was the only large boat on the Cassadaga

Lakes.

A stern wheeler then put in its appearance. This had also been purchased on Chautauqua Lake and transported in the mid-Winter, having been drawn on runners and requiring an entire day and part of a night to make the trip. This boat was owned by a corporation of local citizens and was known as the Marion Skidmore, after a prominent leader in Spiritualism.

Mr. Pierpont, who had launched his boat on the Cassadaga Lakes in 1877, realized that with the arrival of the stern wheeler his Water Lily would no longer have all of the passenger traffic on the Lakes, and in fact she would be unable to compete with the new craft.

He then determined to build a boat which would at least rival the new one and so with the able help of an expert boat craftsman he constructed a new boat. This was built on his farm which was then known as Pickett's Corners.

The J. E. Pierpont was christened and launched and to the satisfaction of the owner proved itself to be swifter than the Marion Skidmore and more desirable in every way. Because of its speed and comfort it became very popular and indeed was soon drawing most of the lake trade. The owners of the Marion Skidmore were greatly annoyed over the situation.

After but one season of service the remains of the J. E. Pierpont were found one morning near the water's edge. The boat had been burned. This was a serious matter and it was three years before Mr. Pierpont could obtain sufficient evidence to bring the case to trail. The plaintiff was represented by Attorney A. C. Wade and L. F. Stearns and J. C. Record.

John Woodward and A. B. Ottaway appeared for the defendant. The Celebrated Cassadaga Boat Burning Case, as it was known, continued for three days at the Court House at Mayville. After a jury deliberation of 24 hours a verdict of \$1,500 was brought in for the plaintiff.

Without doubt the most pretentious craft ever to navigate the Cassadaga Lakes were those christened the R. S. Lillie and the White Wings. These beautiful boats were constructed on the shores of Lily Dale by an energetic young man from Cleveland whose name was H. S. Powell. He first, with the aid of a government dredge, cleared the channel connecting the Cassadaga Lakes. These boats were between 50 and 60 feet in length and had 40 horsepower boilers. The boats cost \$3,500 each.

For several years these boats ran on the Cassadaga Lakes. Navigating the large craft presented a problem. The Marion Skidmore continued to run and there was hardly enough lake traffic, even with Lily Dale's popularity, to keep three passenger boats operating. Eventually Mr. Powell sold his two boats to Mr. Pierpont who ran one of them for a while. Later he removed the machinery and the metal parts leaving the hulls to decay side by side at his dock in the Oxbow. The Marion Skidmore had by this time become antiquated and she, too, shortly slid beneath the water.

It was in the late 1890's that the Winifred was built by Mr. Knopp near his home on Mill Street. Since this was the only steam boat on the Cassadaga Lakes he did a flourishing business. We find that Mr. Knopp was affectionately referred to as "Cap."

During the early 1890's the

naptha launch put in an appearance on the Cassadaga Lakes. The first owners at Lily Dale were a Mr. Sheau, the proprietor of the hotel near the Railroad station, and William Steck of Buffalo. The Steck boat was later owned by Earl DeGraff of Cassadaga.

The steamer Winifred was not in demand as before and as individuals began to acquire small boats the passenger boats were not so necessary. She became old and unsafe. In fact, it was the morning following her last trip that she was found peacefully resting on the lake bottom.

Row boats continued to be popular for the fishermen and gradually more motor boats were seen on the lakes. The first boat livery at Lily Dale was owned by Waldo and Todd. Later H. F. Todd purchased the ownership and added about 20 new clinker-bottom pointed boats which he secured in Jamestown. For nearly 15 years, until his retirement, he continued to operate it.

The late Gerald Todd of Cassadaga once told of an unusual kind of craft used on the Lakes during the 1800's and in which he had many rides. It was made of two pointed end pontoons of sheet iron about five feet apart and 12 feet long with rudders on the rear of each. This was propelled by a paddle wheel in front of which the operator sat and worked the pedals as on a bicycle and steered by handle bars working cables attached to the rudders. A seat for the passengers was in front of the operator.

And thus as the brief account of boats on the Cassadaga Lakes unfolds there are revealed stories of great ambition and plans, of disappointments and financial losses, of pleasure and of progress.

Renewed Interest in Houghton Park

In passing our West Hill Park or Common, one's attention is attracted to a small marker in memory of Judge Jacob Houghton and his famous son, Dr. Douglass Houghton.

The marker is a native boulder brought from the shore of Lake Erie. It is beautifully carved with these words: "Houghton Common, named in honor of Judge Jacob Houghton, A.M., 1777 - 1861, and in memory of his son, Douglas Houghton, M.D. 1809 - 1845. Placed by Benjamin Prescott Chapter D.A.R. 1946."

From deeds we find that Judge Houghton owned most of the land on West Hill. He was the first lawyer and was the only Supreme Court attorney for some time. In March 1813 he was appointed by Gov. Tompkins, as a judge of the Court of Common Pleas and for two terms he was Supreme Court Commissioner by appointment of Gov. Marcy.

It is the ambition of the Women's Auxiliary of the Fredonia Chamber of Commerce to further attract the attention of tourists to the distinguished man whose home in Fredonia (then Canadaway) began at the age of three years. He was the fourth child in the family of Jacob and Mary Lydia Houghton and as a lad he was frail but he grew to become a famous man.

Although somewhat unusual for those days, when there were many manual and physical tasks to be performed in clearing and cultivating the land, Judge and Mrs. Houghton were determined that all of their children receive as complete an education as available. Thus it was that Douglas and his brother, Richard, were among the early students of the Fredo-

nia Academy which was organized in 1824.

In his early life Douglass had time to study and also to wander up and down the Canadaway Creek in quest of unusual examples of nature. He was fascinated by gas in the water and by the fact that he could ignite the water of the creek and upon one occasion he carried some of the water home in his cap to light for his mother.

At the astonishing age of 17, Douglass began the study of medicine with his father's friend, Dr. Squire White, who was the first graduate physician in the county.

Young Houghton was recommended to attend the Van Rensselaer Scientific School at Troy from which institution he was graduated in 1828, receiving a degree of Bachelor of Arts. Within a short time he accepted the appointment as assistant professor of Chemistry and Natural History in the same school. At this time he was but 19 years of age. From this school he was recommended to deliver a series of lectures on Chemistry. Botany and Geology in Detroit in 1830.

He returned to Fredonia and completed his study of medicine and was admitted to practice by the Medical Society of Chautauqua County.

Dr. Houghton again left for Michigan and his contributions to the people of that state and to our entire country were so vast that space will not permit a review of all of them. He served as mayor of Detroit, as a physician and surgeon during a severe epidemic, as a teacher at the University of Michigan, and as organizer of young people's groups. Many of these services were performed in spite of great hardships.

Dr. Houghton's greatest gift to our country was the discovery of the copper deposits along Lake Superior. In 1831 the U. S. Government sent an expedition under Henry Schoolcraft to examine the sources of the Mississippi and Dr. Houghton accompanied the expedition as botanist and surgeon. In 1837 he was appointed State Geologist and was the first to discover the mineral wealth of Michigan, thus opening it to industry.

His final report was near completion when, at the age of 36, he met his death by a drowning accident in Lake Superior on Oct. 13, 1845. The following Spring his body was recovered and placed in the Elmwood Cemetery in Detroit.

Many monuments and markers have been erected in Michigan to the honor of this man who in a few short years discovered that which has proved so valuable to our country.

The Light of Other Days

One of the problems and inconveniences of the very early settlers was that of a means of lighting the cabins at night. The majority of the pioneers had to be satisfied, for some time, with the dim light from their fireplaces. With this poor illumination it was not easy to spin or weave in the evening.

Some of our settlers, as a result of their resourcefulness, eventually produced a substitute for a light by taking a wooden rod 10 or 12 inches in length and wrapping around it a strip of cotton or linen cloth and covering it with tallow. These inventions were known as "sluts" and each would last for two or three nights.

An improvement over this method of illumination was a crude lamp made by dividing a turnip in two and scraping out the inside to the outer shell. Next a stick about three inches long was inserted in the center so it would stand upright. Here also, a strip of linen or cotton cloth was used by wrapping it about the stick. Melted tallow or lard was poured in around the improvised candle filling the turnip. This was then ready for use.

For most families these rough-

ly constructed implements furnished the only illumination and it was by this poor light that our pioneer women did their sewing and spinning in the evening after having put their children to bed. Lard and tallow were not always available and they were then forced to depend entirely upon the fireplaces.

Candles of myrtle wax or beeswax provided light in the better homes and where the cost of candles was prohibitive pine knots were used.

Some of us are fortunate enough to have inherited candle molds which were used in Pomfret or other early settlements as the families became able to obtain materials with which to make their own candles.

Flints and steel served for matches. The first step in the evolution of the match was a slender piece of wood tipped with sulphur. When this was brought in contact with phosphorous kept in a vial it ignited. This invention seems to have appeared about 1810. Previous to that time a light was carried from one part of the cabin to another by strands of hemp, cotton or flax which had been dipped in sulphur.

When newspapers became available tapers were made from them. These were called "spills." The paper tapers were commonly used until the 1870's. The friction matches were introduced about 1830 and were known as "locofocos" or "lucifers" and were thus continued to be known through the Civil War period.

It has been stated that the original American lamp was a possession of the Eskimos. This was a shallow vessel of stone, clay or wood. With dry moss serving as a wick, whale, walrus or seal oil was burned. It is believed that the first lamp used in the colonies was constructed of iron, forged or cast, and was known as a "betty."

In these early lamps the wick was secured to the bottom. Gradually these lamps were improved to the extent of having handles or hooks by means of which they could easily be carried or suspended or even attached to the wall of the cabin by thrusting a point into a crevice. Similar lamps were used in our Western New York settlement. The betty lamps were fashioned by a tinsmith in the early colonies before 1700. The first lanterns were made of tin with punctured sides, often the holes forming a design.

Benjamin Franklin, whose interests on behalf of the colonists were unlimited, focused attention on improving the lamp after having made the Franklin stove. He had had experience with candle making while cutting wicks for his father in his chandler shop. Franklin's lamp was developed upon the theory that two flames would create a draft that would prevent smoke while producing increased heat. He so arranged the two round wick tubes so that the distance between them would be equal to the diameter of one of them.

The fluid used in the early lamps was animal oil. Potter's fluid was produced by a man of that name about 1845. This was made from turpentine and wood alcohol and about 1850 kerosene came into general use.

Those of us who are fortunate enough to have had grandparents who saved their early lamps are proud to display them. Even kerosene lamps have been electrified and now occupy places of prominence in many homes to-day. These serve to remind us of the days when life was not so easy and when there were no conveniences such as an electric button which would produce light and power.

The D.A.V. & P. Railroad

The Dunkirk, Allegheny Valley and Pittsburg Railroad, although used very little today, was for many years a valuable means of transportation and gave Dunkirk access to the coal, oil and lumber regions.

On June 22, 1871, when the first passenger train was sent over this road, there was great rejoicing. This was of great importance to Dunkirk and was, without doubt, the greatest as-

set to that city since the opening of the Erie Railroad.

It was not a simple matter in those days to construct this line of 90 miles from Dunkirk, N.Y., to Titusville, Pa.

Historians state that the idea of building a railroad west of the Allegheny River was conceived by people of Warren, Pa. Records disclose that in 1832 or 1833 a charter was granted by the Legislature of Pennsylvania for a railroad to follow

the Conewango River north of Warren.

In 1853 some citizens revived the idea of such a project and prepared to construct a road under the name of Warren and Pine Grove Railroad. Although shares of stock were bought quickly the scheme did not materialize. And so the completion of the Allegheny Valley line in 1871 was the fulfillment of dreams and plans of many years.

It is somewhat surprising to note that the first public movement toward building this particular road was made by the citizens of Sinclairville in 1866. Hon. C. J. Allen presided at the initial gathering. Interest of other towns and villages was shown by subsequent meetings held in Dunkirk and Fredonia. Steps were finally taken to form a permanent organization and individual subscriptions were made to the capital stock.

That Winter the company was formally organized as the Dunkirk, Warren and Pittsburg Railroad Co. The original officers elected were: Timothy Copp, president; Hon. George Barker, vice-president; S. M. Newton, engineer; T. R. Coleman, treasurer, and James Van Bur-en, secretary. The following men were directors: S. M. Newton, William Bookstaver, Walter Finkle, Lee L. Hyde of Dunkirk; George Barker and Thomas Higgins of Fredonia; Ebenezer Moon of Stockton; T. D. Copp and Alonzo Langworthy of Sinclairville; B. F. Dennison of Gerry; Patrick Falconer of Elllicott, and Edwin Eaton and William H. H. Fenton of Carroll.

The towns, by an act of the Legislature April 23, 1867, were authorized to subscribe to the capital stock. The total stock subscribed to by the towns along the proposed route amounted to \$238,000.

The work on the railroad was begun on June 17, 1867. The surveyor for this project was Obed Edson of Sinclairville, who commenced his work at the north end of Cassadaga Lake.

The original contract for construction was made with T. M. Simpson and J. Condit Smith. The grading was started at Ross's Mills on Oct. 3, 1867. The following December the supervisors of the towns issued town bonds and subscribed for stock in the following amounts: Pomfret by George D. Hinckley, \$50,000; Obed Edson, Charlotte, \$34,000; B. F. Dennison, Gerry, \$34,000; John S. Beggs, Dunkirk, \$100,000; and William H. H. Fenton, Carroll, \$20,000.

From 1868 to 1870 the road was graded. The first section of track was laid in 1870 a little south of Laona and it was on June 22 of the following year that the first passenger train passed over the road to Falconer.

Many problems were involved in this great undertaking. One was that of finding a suitable and reasonable route up the steep ridge to Cassadaga Lake and another was that of working with the small amount of capital stock subscribed. Also there was litigation caused by the attempt to enforce the delivery of the bonds of Stockton.

A great deal of credit for the completion of the railroad was given to Stephen Miner Newton of Dunkirk. He was prominent not only as the chief engineer, but he superintended the preliminary survey, organized the company, obtained land titles, let the contracts and attended to details until the road was finally completed to Titusville, Pa.

It is of special interest to note that Obed Edson, probably our greatest historian of early Chautauqua County and best authority on the occupants of

our area, previous to our white settlers, made the survey for this project. Also, that the engineer, Stephen Newton, who in his youth lived in Sinclairville, attended the Fredonia

Academy where he later taught before becoming a civil engineer. He was the father of George Newton who followed in the same field of work.

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A Legal Problem of the D.A.V. & P.

One would hardly expect a short railroad of 90 miles to have had so many perplexities as the Dunkirk, Allegheny Valley and Pittsburg. It found itself in a very puzzling situation at one time and in fact almost lost its identity.

After having been an individual line for some time it passed under the control of the New York Central Railroad. For several years it operated under this line, then was turned over to the Lake Shore.

Tracey W. Niles, who was considered an expert railroad man, did all he could to put it on a paying basis and it came to be counted as one of the several "feeders" of the Lake Shore, under the superintendent of the Eastern division of that road.

One of the events in the life of the Dolly Varden, as the line came to be known, was that of being sold, in part. Dunkirk, of course, was the terminus as well as the most important city or town on the line. A little over a mile of the right of way was in the Town of Dunkirk.

That part, in the Town of Dunkirk, was sold previous to 1903. Phin Miller, the Buffalo representative of the Lake Shore, who was always relied upon to settle disputes, was instructed to discover whether the Dunkirk, Allegheny Valley and Pittsburgh was to be "amputated" at the Pomfret line. That would have necessitated rather of a wearisome walk from the terminus.

In an effort to clear the mat-

ter Mr. Miller discovered papers and records dating back to the days of the corduroy roads. They even included the period when H. G. Schwartz was the tax receiver for the City and Town of Dunkirk.

Among the discoveries of Mr. Miller was the fact that the school tax of the D.A.V. & P. Railroad for 1899 in the Town of Dunkirk was returned to the county treasurer as unpaid. The county treasurer, as required by law, advertised in the list of annual tax sales, 1 1/3 miles of right of way, superstructure and track of the D.A.V. & P. The sale took place on Oct. 26, 1901. The total amount which included fees, advertising and other costs, was about \$300, the original amount of the tax having been \$215.27.

Two years after the sale the county treasurer executed a deed to the purchaser. This was dated Oct. 26, 1903. Following the provision of the statute the buyer was obliged to serve notice on the former owner and occupant that unless it paid the amount of the certificate with the 37½ per cent penalty, and the costs of the advertisement and the treasurer's fees, within six months from the time of the notice, it would be barred from redemption.

As required by law a notice was sent to the New York Central of the sale and opportunity to redeem. Since the D.A.V. & P. had passed to the control of the Lake Shore the papers were forwarded to Mr. Miller to be investigated.

The Chautauqua County treasurer had the sworn statement made by the Dunkirk receiver of taxes, made in 1900, to the effect that the school tax was unpaid. Mr. Miller showed to the county treasurer the original bills and vouchers signed by Mr. Schwartz, showing payments in full of all taxes in the City and Town of Dunkirk for the D.A.V. & P. Railroad for the year 1899.

The decision of the county treasurer was that the issued deed was void. He related this information to the buyer and advised him that his further

dealings would have to be with the County of Chautauqua. The purchaser of the property was informed that in order to get his money back he would have to make proper application to the Board of Supervisors. The county was then obliged to refer to the City and Town of Dunkirk. The matter then became a question between the Dunkirk officials and the former tax receiver and his bondsmen.

This report appeared in the Fredonia Advertiser of Dec. 25, 1903.

An Early Dentist

In the Chautauqua Commercial of Sept. 14, 1883, a paper published at Sinclairville, N. Y. by McLean and Edson, appears among the Business Cards in the first column on the first page the following notice:

"A. A. Stone Resident Dentist — two days — Office in Reed Block: Mondays at Hamlet, Tuesdays at Cherry Creek, Wednesdays at Forestville, Saturdays at Stockton."

It might not appear strange today, with automobiles and good roads, for a professional man to visit various communities and towns and there practice his profession. Conditions were very different, however, in the days when this early dentist made his regular visits to the several localities mentioned in the above notice.

Probably no man in Chautauqua County was better known nor more appreciated than Dr. Anson A. Stone — appreciated not alone for his dental services but because of his great kindness and generosity and his cordial manner. He was a great benefactor to the people living in the areas he visited, regardless of their ability to pay or not pay him. Most of them

could not have had dental attention otherwise.

The daily trips were not easy. It was possible to ride on the D.A.V. & P. Railroad to Cassadaga on Saturday morning and there board the old horse driven bus which took the passengers over the hill into Stockton. Although there was a dental chair in the hotel of each town, as at Stockton, all of the supplies and equipment including a drill five feet high and operated by a foot pedal, had to be carried by Dr. Stone on every trip.

This heavy man, six feet and two inches tall, was a familiar sight as he strode down the street with his large box of instruments and supplies carried by one arm and his drill supported by the other.

The only way of reaching the other towns on the doctor's schedule, was by driving and it was a long drive to each place. When the weather was pleasant this was not such a problem although at best, it made a very long day. In the Winter difficulties arose. The snow was much heavier and the drifts higher than we have today, and the roads were not ploughed.

Because of the depth of the snow a horse would sink into it and there flounder trying to get his footing. And so it was extremely difficult and sometimes impossible to get through on these country roads.

This was the reason Dr. Stone purchased a pair of Indian ponies to carry him to his various posts of operation. The ponies were so light that they could travel on the crust of the snow drawing the sleigh and the doctor. These animals were named, "Minnie Warren" and "Commador Nutt," the names of two dwarfs who were at that time members of the Circus troupe which toured the country.

The ponies were popular and were welcomed at every stop. The cook at "Pop" Walker's hotel at Hamlet often led Minnie Warren, the gentler of the two, through the long hall which eventually reached the kitchen, and there fed her choice morsels.

It was not necessary for Dr. Stone to visit these country towns because Sinclairville was a thriving community at that time with a large population and he would have had plenty of patients to keep him occupied. One wonders what it is in the heart of an individual which causes him to have such a sense of responsibility to the world and a feeling of consideration for his fellow men, that he is willing to endure hardships for the sake of relieving their suffering.

In this case it may have been the same spirit which his father displayed when he walked the 300 miles from Hartwick to Cattaraugus County, built his log cabin, and walked back. There he married and the return trip was made with an ox cart. It may have been the same determination which led this young man, who was born Feb. 13, 1842 to teach school in order to attend the Springville Academy because the help from home was inadequate, and that which also made him willing to earn his board by cooking for a group of other men students.

Dr. Stone began his practice at his home in Cattaraugus County where he set up a small office. He removed to Westfield and from there went to Sinclairville where he remained 24 years. In 1885 he moved to Dunkirk with his wife and only child, a daughter, and there established his office over the old Lake Shore Bank. Five years later he bought a home in Fredonia continuing his practice in Dunkirk until 1904 when ill health forced him to retire. His death occurred April 16, 1905.

Dr. Stone was the oldest dentist in years of practice of any in Chautauqua County, having continued for 41 years. Of 17 dentists of the county who attended a convention in Jamestown in 1864 he was the last survivor. He was a Royal Arch Mason and is remembered as having taught Sunday School classes in Sinclairville, for years.

A Soldier's Experience Told

Several calls were received as a result of the article concerning Dr. Stone which appeared in this column last week. One elderly lady recalled hearing the dentist tell

of the experiences of his great-grandfather while serving in the Revolutionary War, especially those while a British prisoner, and she wished again to hear the story.

The original diary of this Thomas Stone, in his own handwriting, is now carefully preserved in the Hartford Library in Hartford, Conn. A copy of it appeared in *The Journal of American History* in the issue of September 1908.

Thomas Stone was born in Guilford, Conn., Sept. 21, 1755 and came into New York State in 1774. He volunteered for service in 1775, reenlisted in 1776 and again in 1777. It was in December of 1777 that he was taken prisoner and conducted to the Jersey Prison Ship.

In his diary he states, "We were all destitute of any clothing except what we had on; we now began to taste the vials of Monarchical tender mercy. About the 25th of January 1778 we were taken from the ship to the Sugar House which during the inclement season was more intolerable than the Ship. We left the floating Hell with joy but alas! our joy was of short duration. Cold and famine were now our destiny. Not a pane of glass nor even a board to a single window in the house, and no fire but once in three days to cook our small allowance of provision.

"There was a scene that tried body and soul. Old shoes were bought and eaten with as good a relish as a pig or a turkey; a beef bone of four or five ounces, after it was picked clean, was sold by the British guard for as many coppers. In the Spring our misery increased; frozen feet began to mortify; by the first of April, death took from our numbers, and I hope from their misery, from seven to 10 a day; and by the first of May, out of 69 taken with me, only 15 were alive, and eight out of that number unable to work. Death stared the living in the face; we were now attacked with a fever

which threatened to clear our walls of its miserable inhabitants."

On the 20th of July, Thomas Stone made his escape from the prison yard but as he arrived at the banks of the Harlem, he was met by five men who held their bayonets at his heart. He knew to resist was instant death, and to give up, little better.

In the morning he was returned to New York and in his words, "was introduced to the Prison keeper who threatened me with instant death, gave me two heavy blows with his cane; I caught his arm and the guard interfered. Was driven to the provost, thrust into a dungeon, a stone floor, not a blanket, not a board, not a straw to rest on. Next day was visited by a Refugee Lieutenant, offered to enlist me, offered a bounty. I declined. Next day renewed the visit, made further offers, told me the General was determined I should starve to death where I was unless I would enter their service. I told him his General dare not do it. The third day I was visited by two British officers, offered me a Sergeant's post, threatened me with death as before, in case I refused. I replied, 'Death if they dare'."

On July 16th prisoners were to be exchanged. Thomas Stone said, "On the morning of the 16th, some friends, or what is still more odious, some Refugees, cast into the Prison yard a quantity of warm bread, and it was devoured with greediness. . . Those who ate of the bread soon sickened; there was death in the bread they had eaten. Some began to complain in about half an hour after eating the bread; one was taken sick after another in quick succession and the cry was, 'Poison, poison.' I was taken

sick about an hour after eating.

"When we landed, some could walk and some could not. I walked to town about two miles, being led most of the way by two men. . . The sick were conveyed in wagons to White Plains where I expected to meet my regiment, but they had been on the march to Rhode Island, I believe about a week. I was now in a real dilemma; I had not the vestige of a shirt to my body, was moneyless and friendless. What to do I knew not. Unable to walk, gentleman I think his name was Allen, offered to carry me to New

Haven, which he did. The next day I was conveyed to Guilford, the place of my birth, but no near relative to help me. Here I learned that my father died in the service the Spring before."

After being under the care of doctors for many months Thomas Stone was able to again join his regiment. In the year 1780, in an engagement at Springfield, N. J., his left arm was seriously injured which disabled him from most kinds of manual labor, and from which he never recovered.

His death occurred in Litchfield, Conn., on Sept. 10, 1843.

The Zattu Cushing Home

One of the earliest homes in Canadaway (now Fredonia) is the Zattu Cushing house at 171 Eagle Street. It is now the residence of Mr. and Mrs. Peter Lanza and their daughter, Miss Lanza.

For many reasons this house is of great interest and due to an appreciation of its age and history the owners have kept the building much as it originally stood. The front porch railing was added as a precautionary measure, the hedge was planted by Mr. Lanza and inside a few changes have been made, such as the construction of a new fire place in the front room and the remodeling of the kitchen. The outside window blinds were removed years ago as so often happened.

Many features of the home attract one's attention. The supports or beams holding the first floor, as seen from the basement, are round raw timbers, many still bearing the original bark, indicating an age before saw mills prevailed. The walls of the house are over a foot thick. The lovely windows

extending from near the ceiling to the floor, are as they were those many years ago. The front yard is still graced by the evergreen trees now grown to a great height. The basement, extending under but part of the house, as was the early custom, is entirely underground and even the wall of the underground barn is still standing.

As one gazes over the vast expanse of land back of the building, now planted to grapes and gardens, he can envision the great forest which must have existed when Zattu Cushing selected this area for his homestead, without doubt the very first one in that part of the town. It is thought to have been built in 1812, although no proof of this has been found.

Zattu Cushing is considered to have been the first pioneer to permanently locate in Canadaway. The previous arrivals remained here but a short time, disposing of their property and moving on to other locations.

Mr. Cushing's discovery of this desirable section was oc-

casioned as a result of his employment in Presque Isle near Erie, Pa., to superintend the building of the "Good Intent" which is claimed to have been the first ship ever built on Lake Erie. It was on Mr. Cushing's return trip East that he spent the night here. Being favorably impressed he determined to settle here as soon as he acquired land.

With his wife, the former Rachel Buckingham, whom he married in 1795, and their five children, he undertook the journey here from Paris, Oneida County, New York. The trip was made by means of two yoke of oxen, each drawing a sled. Mr. Cushing led four cows and brought a barrel of salt and a quantity of apple seeds in his supplies.

Seth Cole and his family, also pioneers from Oneida County, accompanied the Cushing family on this hazardous journey into Western New York.

Upon Mr. Cushing's arrival he found that the land which he had intended to buy had been taken by Thomas McClintock. However, he discovered a cabin which Low Miniger had started the previous year. Although with no doors, no floor and no chinking between the logs, here the family existed, using hemlocks boughs for a floor, until he was able to arrange for a farm on which to build his own cabin. By the Fall of 1807 Zattu Cushing had cleared 50 acres of land and was able to purchase Mr. McClintock's land which he had desired, for one hundred dollars.

Mrs. Cushing passed away in August of 1816 leaving her husband and eight children. The organization of Chautauqua County had been completed by 1811 and Zattu Cushing had been appointed the First Judge of the Court of

Common Pleas which office he held until 1824.

In the Fall of 1817 Judge Cushing married Eunice Elderkin of Burlington, Otsego County. To them were born four children; Judson Elderkin, Addison Cary, Sarah Margaret and Frank, thus making a family of 12 children.

William Barker Cushing, of Civil War fame, son of Judge Cushing's son, Dr. Milton, long dreamed of owning this property, his grandfather's homestead. However, at the death of Judge Cushing, the home became the possession of his widow and passed from her to her son, Addison C. Cushing. Another grandson, George H. White, next owned the property and it passed from the hands of the Cushing family when he sold it in 1854 to the Rev. Arnold Kingsbury, pastor of the Fredonia Baptist Church. The Rev. Kingsbury and wife, Cornelia, who had been neighbors of Mrs. Mary Cushing on Green Street (now Cushing Street), sold it to Deacon Benjamin Merrill who left the use of it to his wife, Alice, by the terms of his will dated March 26, 1877. It then became the property of Thomas Clute whose widow occupied it until 1901 when she sold it to Charles L. Goulding.

Judge Cushing's property included nearly all the land in this part of the town extending to Laona. Records show that he purchased land in the years, 1804, 1805, 1811, 1816 and 1825.

It is understandable that Zattu Cushing built his great boat, "The Fredonia Enterprise" on the low land near Fort Hill since this was his land and near his home. This was the boat built to be used on the Erie Canal and which was drawn to the Dunkirk harbor by 100 yoke of oxen

and there launched.

Mr. and Mrs. Lanza first rented the Zattu Cushing home from Mr. Goulding in 1902 and in 1925 purchased it from him and thus they have occupied this property for sixty years. It is to Mr. and Mrs. Lanza

that we are indebted for preserving this land mark of our beautiful village and town.

The writer is grateful to the Lanza Family for the privilege of viewing the construction of this historic home of Judge Zattu Cushing.

Another Patriotic County Woman

An early resident of Smith Mills, N. Y. deeded a plot of ground for a Common, as did Hezekiah Barker in Canadaway (now Fredonia). On this Common today stands a native boulder bearing a plate with the following inscription: "Birthplace of Mary Smith Lockwood, 1831 - 1922, Pen-founder of the National Society of the Daughters of the American Revolution. Erected by Benjamin Prescott, Ellicott, Jamestown, Major Benjamin Bosworth and Patterson Chapters, 1940."

And here it was, in this quiet little village of Smith Mills, that Mary Smith, who came to be the founder of that great national patriotic society, was born to Henry and Buelah Blodgett Smith in 1831. She eventually married Henry Lockwood and located in Washington, D. C. The national society was organized in what was then the home of Mrs. Lockwood, "The Strathmore Arms," at 810 12th St., N. W. on Oct. 11, 1890.

The inception of the patriotic movement which called forth the letter "Women Worthy of Honor" that appeared in the Washington Post July 13, 1890 from the pen of Mrs. Lockwood, was inspired by the report of a meeting of the Sons of the American Revolution held in Washington on July 11. Mrs. Smith took up her pen to appeal to the women to bring forward the names of heroines

known to them.

With this strong appeal she told the story of Hannah Arnett which she said was a true story of the Revolution, having been authenticated by one of Mrs. Arnett's kin, Henrietta H. Holdrich, and which story Mrs. Lockwood insisted could be multiplied by scores of instances of similar patriotism displayed by women.

The story of Hannah Arnett as told by Mrs. Lockwood and as it appeared in the Washington Post and which story resulted in the formation of the great society, is indeed dramatic.

The scene was during the dark days of the Revolution when conditions seemed hopeless. Defeat after defeat had overtaken our army. Lord Cornwallis, after his victory at Fort Lee, had marched his army to Elizabethtown, N. J.

The Howe brothers had issued their proclamation offering protection to all that would seek refuge under the British flag, and declare themselves British subjects.

Several prominent men met in a spacious home of the town to discuss the feasibility of accepting the proffered proclamation. The council continued for hours with debating and argument until all had become of one mind and courage, patriotism, hope and honor were swept away by the tide of disaster.

The council had one listener

of whom they were not aware. Hannah Arnett, the wife of the host, in an adjoining room had listened to the debate and when the final vote was taken she threw open the parlor door and confronted the coun-
cilers.

The husband was shocked that his wife had so forgotten herself as to enter a meeting where such a vital question was being considered. In a firm voice she asked the men if they had made their decision and demanded, "Have you chosen the part of men or traitors?" The reply was, "The case is hopeless. The army is starving, half-clothed and undisciplined, repulsed everywhere. We are ruined and can stand out no longer against England and her resources."

Mrs. Arnett charged them: "Brothers, you have forgotten one thing which England has not and which we have — one thing which outweighs all England's treasures — and that is the right. God is on our side and every volley of our muskets is an echo of His voice." She brought to their minds the fact that because things were going against them they were willing to kiss the feet that had trampled upon them and followed with, "Oh, shame upon you cowards."

Hannah Arnett continued to implore the men to show their true patriotism. She said to her husband, "Isaac, we have lived together for 20 years, and through all of them I have been to you a true and loving

wife; but I am a child of God and my country, and if you do this shameful thing I will never own you again as my husband."

Before the men left the house of Hannah Arnett that night every man had resolved to spurn the offered amnesty and had taken a solemn oath to stand by his country.

The publishing of this letter and Mrs. Lockwood's numerous articles aroused the interest in the heroines of the war, and resulted in the formation of the patriotic organization. Mrs. Lockwood has been referred to as "The Beloved Little Mother" of the society. During her 91 years and especially during the 50 years of her life spent in Washington her activities were of far reaching importance, particularly furthering the welfare of womankind. She was a great friend of Susan B. Anthony and Elizabeth Cady Stanton. Her death occurred in Plymouth, Mass., Nov. 9, 1922.

Mrs. Lockwood held various offices in the national organization and at the time of her death was Honorary Chaplain General and Honorary Vice-President General.

Supervisor Hall Clothier located the boulder which was used as the marker and had it placed in the Common. The formal dedication of this marker honoring Mary Smith Lockwood was held in July, 1940 at which time the President General, State officers and members of the five Chautauqua County chapters of the Daughters of the American Revolution were present.

Interstrassen

The stately house occupying the plot at the corner of Temple Street and Central Avenue in Fredonia and now known as the Larson Memorial Chapel was once called "Interstrassen."

The house was built for Col. Thomas Abel, father of Mrs. (Colonel) David S. Forbes and grandfather of Mrs. (Commander) William Barker Cushing. In 1852 it was sold to Dr.

Charles Pringle who had moved to Fredonia from Erie County for the purpose of educating his children. This property then comprised 71/2 acres of land which included the frontage along Central Avenue, taking in the place formerly known as the Dr. Palmer home and extending back 13 rods.

Dr. Pringle sold lots from his property and in 1855 he built the brick house which for years was the home of Miss Abbey. He sold the large house to Chester P. Percival who operated a school for a number of years.

Mr. Percival was known in the community for his interest in writing poetry. In an early directory of our Forest Hill Cemetery appears one of his poems, entitled "Fast Fall the Autumn Leaves." This was sung at the dedication of the Forest Hill Cemetery on Oct. 25, 1855.

The large home again came into the possession of Dr. Pringle and he sold a portion of the estate to Scott Aldrich who eventually sold to Thomas Higgins. Persons who bought lots from Dr. Pringle included W. B. Archibald, S. O. Day, Mrs. Judge Greene and Judge E. F. Warren all of whom built homes.

Among prominent persons to occupy "Interstrassen" were relatives of Samuel Clemens (Mark Twain). He himself spent considerable time in the home. His sister, Pamela Moffitt, came to Fredonia, bringing her mother, Mrs. Clemens, and her own two children, locating here about the same time Samuel Clemens established a home in Buffalo.

Here Anne Moffett met a young civil engineer Charles Webster and they were married in 1875. Samuel Clemens immediately put Charles Webster

in charge of the Kaolatype, a machine to aid in printing. Gradually this young man became general business manager for Mark Twain and eventually Mark Twain established a publishing company and put Charles Webster in charge of it.

Mr. Webster purchased the house at the corner of Temple Street and Central Avenue. He made a number of changes in the home; among these was the addition of a museum on the top floor, a feature of interest to the town for years. He also built a cupola on top of the house, with a revolving top and there he installed a telescope. He put on a modern roof, graded and beautified the lawn and put down stone walks. He bought astronomical apparatus with his telescope, and also a collection of curiosities and works of art acquired in Europe.

One of Mr Webster's interests was that of fashioning ship models. Upon the front of the home was a sign bearing the name "Interstrassen," indicating, of course, the house between the streets. A picture in the possession of the writer shows clearly the cupola and the elaborate porches across the house.

An interesting account of the real estate transaction between Thomas Higgins and Charles Webster appeared in a local paper. The two men planned to exchange their places on Central Avenue. Mr. Higgins got the Webster place valued at \$5,000 and \$3,500 in cash for his home, lot and pasture and the yellow house in the rear on Temple Street, G. M. Tremaine taking the latter at \$1,000. Mr. Higgins retained the other lots including the white house on Temple Street. Apparently both men were satisfied.

Charles Webster, who was

born in Charlotte in 1851, married Anne Moffitt Sept. 28, 1875. He retired in 1888 and passed away in 1891. On April 15, 1902 Mrs. Webster nearly lost her home because of fire. It was discovered by G. M. Tremaine and thus the building was saved. Mrs. Webster and two of her children, Jean and Sam, went abroad in 1904 and with the other son returned in 1905 to make their home in New York City.

The daughter, Jean, who became Mrs. Glenn Ford McKinney, was well known for her popular stories, "When Patty Went to College" and especially "Daddy Long Legs." At one time Mrs. Webster was a member of the Chautauqua County committee for visiting charitable institutions of our country. It is thought that Jean Web-

ster may have remembered some of the orphans of our area when she wrote "Daddy Long Legs."

This home was sold to Judge Warren B. Hooker in 1904. He had married Miss Etta E. Abbey in 1884. Mr. Hooker served as Special Surrogate of Chautauqua County, Supervisor of Pomfret, a Representative in Congress and as Justice of the Supreme Court for the 8th District. In 1902 he was appointed to the Appellate Division in the 2nd Department.

For a short time this home was operated as "The Webster Tea Room" and in 1929 was purchased by Fred Larson and George Blood and remodeled into a funeral home. Mr. Larson became the sole owner and it has remained in the Larson family since that time.

Early Postal Service

With the advantage of a daily delivery of mail today we seldom think what the lack of postal service must have meant to our early settlers. Months passed with no information concerning their relatives and friends whom they left in the East when they migrated to the Western Frontier. Only occasional messages brought by travelers would reach them.

A letter today, without doubt, could go around the world in less time than it took one then to reach a settlement in Western New York from New York City.

The earliest post office set up within 50 miles of Canadaway (now Fredonia) was at Presque Isle (Erie, Pa.) in 1798. Six years later a private office was opened at Buffalo, known as the Buffalo Creek Post Office. Erastus Granger was appointed post master there and served until 1818 when Julius Guiteau

assumed that position. At the time of the establishment of the Buffalo office the nearest post offices to it in three directions were those at Batavia, Niagara and Erie.

It was not until 1806 that there was a mail route in Chautauqua County. Previous to this, the settlers, of necessity, had to send to Buffalo or Erie for their mail. John Metcalf, a resident of Ohio, was hired to carry the mail on the new route. The contract, beginning early in 1806, required him to make the trip once in two weeks.

There was such a small amount of mail at first that it was carried in a pocket handkerchief. Later, a hand bag was used. The carrier first traveled on foot, later on horseback. Even this method presented great difficulties. There was the problem of crossing the Chautauqua, the Seven Mile and the Cattaraugus Creeks, over which

there were no bridges. Also the Four Mile Woods was an obstacle.

About the time of the establishment of the mail route the first post office in Chautauqua County was set up at the Old Cross Roads west of the present village of Westfield. This was called Chautauqua (spelled Chautaugque). John McMahan was the post master and held office until 1818 when it was moved to the east side of Chautauqua Creek and it became the Westfield Post Office with Fenn Deming as post master.

Four miles east of the present Fredonia, at a point for many years known as the Roberts Stand, was the second office in the county which was established June 18, 1806 and was called Canadaway. Deacon Orsamus Holmes was the post master and served until 1816 and the office was closed the following year.

The Pomfret Post Office established at Canadaway (now Fredonia) May 6, 1809 was the third office in the county. Samuel Berry was the first post master. With the changing of the name of the settlement to Fredonia the name of the office was also changed in 1817. Jacob Houghton was the second post master, having been appointed Aug. 19, 1813.

The Mayville post office was set up as a private office July 1, 1812 with Casper Rouse as the post master. He conveyed the mails from the Chautauqua office once a week for the emoluments of the office. Mr. Rouse was killed in the battle of Black Rock within a few

months, and his brother, Charles, was appointed to his office Feb. 12, 1813.

The next office established on this route was the Burgettstown office at the present North East Pa.

During the War of 1812 the government directed the post master at Buffalo to dispatch an express mail twice a week from Buffalo to Cleveland. This was the first express through the county and it was Richard Williams who was the sub-contractor in conveying the mail over this route. It was carried on horseback by his son, Abner, until late in 1813 when he joined the crew of the Lawrence. He was killed in action on Sept. 10 of that year. The service was then performed by a younger brother and by Mrs. Williams who proved herself a woman of great courage.

Col. Nathaniel Bird was a veteran mail contractor and the pioneer stage proprietor of our county. In 1820 he contracted to transport the mails from Buffalo to Erie on horseback once a week. With the former contractors the route had included Mayville but Mr. Bird's agreement did not take in that office.

The post masters at Fredonia (first Canadaway) to 1890 were: Samuel Berry, Jacob Houghton, Moseley Abel, Orin McCleure, Charles J. Orton, John L. Saxton, Ebenezer A. Lester, Daniel Douglass, Levi L. Pratt, Oscar W. Johnson, Lorenzo Morris, Charles Orton, Willard McKinstry, Melvin H. Taylor, Albert Haywood, Melvin Taylor, Louis McKinstry, Melissa Pemberton and Philo Stevens.

Our Village Hall

Recently considerable interest has been focused upon our Fredonia Village Hall, and this for various reasons. Questions

have been asked concerning the history of this building which has served and is serving well the needs of our village for of-

fices and headquarters.

The Fredonia Academy stood on the very site of our Village Hall. The Academy, built in 1824, was the result of the great determination of our pioneers to provide an advanced education for their children. The establishment of that institution represented great sacrifices on the part of the settlers.

Money in those days was very scarce and the men were concerned with clearing their land and eking out an existence for their families. A glance at the list of pledges for the Academy clearly indicates the willingness to help but also the necessity of making contributions by labor and materials.

It was the dream and plan of Hezekiah Barker, when he donated the land for the Common, that the important buildings of the village be erected around the Common. The site for the Academy helped fulfill this dream, and the fact that the Village Hall was later placed there further carried out his wishes.

The second floor of the Academy was used for Presbyterian Church meetings until 1837 when the First Presbyterian Church was erected. The Normal School built in 1867 replaced the first institution of higher learning so the Academy was no longer needed. In 1869 it came into the possession of the village.

The idea of a Village or Town Hall had been under discussion for considerable time but the publicity was very limited until a notice mentioning new buildings appeared in the March 27, 1889 issue of The Censor. In connection with the news of other buildings was the statement, "We should be glad to add to this list that a new Town Hall will replace the ancient Academy building."

By April 10th a petition was

in circulation asking the Board of Village Trustees to procure the passage of an act by the State Legislature which would enable the village to issue bonds for the erection of a suitable village building on the Academy lot, the cost of which should not exceed \$30,000.

The project seemed to meet with approval especially because the act provided for submission of the question to be brought before the people before the bonds were issued. The people generally felt that the "old Academy fast going to decay, should not longer disfigure that handsomely located and commodious lot."

The April 17th issue of The Censor reveals that a decided step had been taken toward the erection of a suitable building. The petition which had been circulated the previous Tuesday had resulted in the indication that our taxpayers were unanimously in favor of the undertaking. The petition with the names of the signers, over 200 of them, was published. The Enabling Act was prepared and submitted by O. W. Johnson, Esq. and the resolution was adopted by the Board.

The petition was as follows: "To the Board of Trustees of the Village of Fredonia: We, the undersigned citizens of the village, request you to draw and send to our representatives in the State Legislature for passage, a bill which will enable the village to issue bonds for the erection of a suitable Village Hall, to cost not exceeding \$30,000."

Through the Enabling Act the village was authorized to incur indebtedness and issue bonds for the erection of the building; the Board was authorized to borrow upon credit a sum not exceeding \$30,000 upon such terms of credit not exceeding 30 years and at a rate

of interest not exceeding 5 per cent per annum.

It was further stated that before the Board of Trustees should issue bonds they should have the approval of each issue manifested by a majority of the taxable inhabitants of our village as they were named on the last assessment roll completed for the village.

The resolution passed by the Board provided that a draft of the bill presented for the erection of the building be forwarded to the member of Assembly from this district and also to the Senate from this district, to be presented to the Senate and Assembly.

On March 12, 1890 it was reported that the Academy building had been sold to Mr. S. B. West as the highest bidder. He bought the building for \$46 with the agreement that it was to be removed by April 1st. Originally the building, constructed of very heavy timber, had been 50 by 35 feet with a central dome spire in which the bell hung. The building however, had been changed and enlarged to 78 by 50 feet.

The occasion of the laying of the cornerstone of our village Hall on June 11, 1890 attracted many persons to Fredonia. Although the weather was rainy and unpleasant the village wore a festive air with gay decorations on the business places and on many homes.

The impressive exercises of the day were conducted by the Masonic organization in response to a request from the Village President, Mr. A. N. Colburn, and the Trustees. A parade in which the Grand Lodge was escorted by delegates from 19 lodges together with many brothers of the Craft from various parts of the country, proceeded to the site of the new building. Here a platform had been erected for the con-

venience of the officials and reporters. It was estimated that there were 600 persons in the procession.

The plans for the building were drawn by Capt. Enoch Curtis, well known architect and a resident of Fredonia. The cornerstone, a block of Berea, three feet long, two feet wide and about two feet high, was donated by a local coal and stone dealer, Mr. O. K. Dean, and plans had been made to lay it in the northeast corner.

The ceremony, witnessed by approximately 6,000 persons, began at 3 o'clock with Judge George Barker inviting the Past Grand Master of the State of New York, representing the Grand Master, to conduct the Masonic ritual and lay the stone. Christopher G. Fox of Buffalo, the Past Master, had officiated also at the laying of the cornerstone of the Normal School on Aug. 8, 1867.

In Judge Barker's opening address he emphasized the fact that our village was one of the oldest municipal corporations in Western New York and that since its charter was granted in 1829 others had been incorporated but none had exceeded it. He stated that our community determined to erect this building of such dimensions, construction and workmanship that it would endure for ages; that it would belong to the village and it was hoped "that it would be an aid in perfecting and preserving the municipal government administered in the spirit of a Christian and an advancing civilization."

He mentioned that the large and commodious hall which was to be on the first floor of the building was to provide easy access where in case of danger or alarm there would be ready escape for the villagers.

Judge Barker added, "Bye and bye when this village shall

be more populous and wealthy its walls will be decorated with works of art and in some of its apartments there will be established, we may hope, a free library and a public museum."

The Opening Proclamation was followed by the Grand Chaplain's prayer. After the singing of "America," an oration was delivered by Dr. Franklin Burritt, whose father came to Canadaway in 1808. The list of articles deposited under the cornerstone was then read by the Grand Secretary and the reading of the inscription on the plate and the depositing of the archives was conducted by the Grand Treasurer. The laying of the stone and the consecration ode and invocation were given by the Past Grand Master and the benediction by the Grand Chaplain.

The copper box about 9 inches long, 5½ wide and 4 inches deep, was placed under the stone. The following inscription was on the box: "The cornerstone of the Village Hall, erected by the Village of Fredonia, was laid in Masonic form by Most Worshipful Christopher G. Fox, Past Grand Master of Masons in the State of New York, on the 11th day of June, A. L. 5890, A.D. 1890."

The contents of the box provided by the Board of Trustees were: Gold, silver and copper coins of all denominations and of the latest issue; a copy of the charter of the village of Fredonia; a copy of the Enabling Act for the Village Hall and a list of the officers of the Village of Fredonia for 1890; copies of the latest issue of the Advertiser and Union and The Censor and a copy of an ad-

dress, "Is License Desirable?" by O. W. Johnson, Esq.

The following photographs were also included in the box: the Fredonia Academy, Fredonia State Normal School, East Main Street and West Main Street, Fredonia, D. R. Barker Library Building, the Fredonia Parks, Fredonia Water Works, Hon. George Barker, Hon. J. S. Lambert, Dr. Asa S. Couch, Dr. F. B. Palmer, Sir Charles L. Webster A. Z. Madison, Esq., Franklin Burritt, Esq., Willard McKinstry, Enoch A. Curtis, architect of the Village Hall, Arabelle McKinstry, Clara Huntington McNeil.

The documents placed in the box by Forest Lodge, No. 166, F. & A.M., Fredonia, were: A list of the Grand officers of the Grand Lodge of the State of New York for the years 1890 and 1891; a copy of the Constitution of the Grand Lodge of the State of New York; a list of officers of Forest Lodge, 166 F. and A.M. for the year 1890; a copy of the by-laws of Forest Lodge; a copy of the programme of the exercises of the laying of the cornerstone of the Village Hall and a copy of the roll of members of Forest Lodge No. 166 F. & A.M.

The box was placed in its proper position by the Grand Treasurer after which the ceremony of laying the cornerstone was concluded. The final formality was consecrating it "with corn, wine and oil."

The service was completed with a fitting address by Past Grand Master Fox. After the ceremony a dinner, served by the women of the village, was enjoyed by the officials, guests and friends.

The Bailey Inn

Many people do not realize that within a short distance of Fredonia is an old inn which

in the early days played an important part in the lives of travelers who, in order to reach

Jamestown and towns along the way, used the stage coach route. In case of accident or heavily drifted roads here they found a warm and, in those days, a comfortable place to stay over night.

The Bailey Inn, located on the Shumla Road and built by Ephraim Ward, is thought to have been erected between 1820 and 1823. It was purchased by the present owner's great-grandparents, Whitman Bailey and his wife, Mrs. Lucy Ellis Bailey, who continued to operate it as an inn for some time.

Mrs. Bailey was a sister of Levi Ellis. They were children of Asa Ellis who, when he came here from Massachusetts, bought 200 acres of land in Laona. In his family were three boys and four girls.

The Bailey Inn, although changed in some respects from its original plan, is easily recognized as an early hostelry. The building is constructed of hand-hewn planks and boards upon which the ax marks are still visible. The floors were made of wide boards of white ash and the walls were made of thick wide planks although not uniform in width and these were fastened with wooden pegs.

An interesting feature of the window frames in the front or bar room are the notches where bars had been secured across the windows, evidently an attempt to protect the windows in case the guests became boisterous or had heated arguments. The family remembers the floor boards which revealed the area covered by the bar thus indicating its location in the room. Even a hole in the floor of the bar room into which the guests tried to "pitch" pennies thus determining who was to buy the drinks, was there for many years.

On the second floor was the

large ball room with a semi-spring floor and it was here that neighbors for miles about gathered for dances on holidays and on other occasions.

The original 10 sleeping rooms, although small, accommodated many travelers. The "overflow" made themselves comfortable on the dining room floor in front of the huge field stone fire place. Here also the great grandmother allowed the Indians, whom she befriended, to sleep during the very cold winter nights. Mrs. Lucy Bailey did all of her cooking in the fireplace in which there was a Dutch oven which, we are told, was large enough to hold a quarter of beef. This fireplace also served as the only means of heating the inn.

The route of the Shumla Road, on which this historic building is located, originally passed directly over the steep hill from the inn and it formed a dividing line between the Town of Pomfret and the Town of Arkwright. Today the road winds its way around the hill and is known as the "dug way". The narrow roadway is about a half-mile in length and is a well executed piece of engineering.

In the days when the tavern was of great importance there was a choice of routes from Laona toward Jamestown. The one passing the Skinner Tavern had a toll gate. The Shumla Road was less desirable, but many drivers chose it rather than pay the toll. The steep hill on this road presented a difficult situation, especially when the roads were muddy or drifted with snow. At those times Mr. Bailey's yoke of oxen was in great demand. They made many trips up the hill drawing stage coaches, wagons and other conveyances. The freight at that time was drawn from Lake Erie, where it had come in by boat,

to various parts of the county.

As the country developed and railroads appeared there was less need for inns, and at length Mr. Bailey removed the sign which had for years hung in front of the tavern. His daughter returned to make her home there and it has continued to be occupied by members of that family. At present it is the

home of Mr. Dalrymple and family, direct descendants of Mr. and Mrs. Whitman Bailey.

The remaining members of the family are fortunate to have the ox yoke worn by the dependable oxen; candle molds, a bed warmer, a foot warmer and other articles used in the tavern, all of which have been carefully preserved through the several generations.

James H. McGraw

The life of James Herbert McGraw and the great success which he attained is of special interest to us because he was born in a neighboring town to Pomfret and because he attended the Fredonia Normal School.

One of nine children in the family of Mr. and Mrs. Patrick McGraw, his early education was acquired in the district school at Kings Corners, near Panama, where he lived, and later at the Panama Union School.

James McGraw left few notes concerning his early life but it may be assumed that he was a serious minded boy and did his share of the farm work. His desire and determination for a career, other than that of farming, is apparent when we find that he became a student at the Fredonia Normal School. He was graduated from this institution in 1884 as valedictorian of his class.

A letter from Mr. McGraw was published in the Normal Leader in 1938. In this he stated that in his early days he had been ambitious to teach. While considering a choice of a school in which to prepare for this work, Dr. Francis Palmer of the Fredonia Normal School, appeared in Panama to preach on a Sunday morning in the Baptist Church. The next day he visited the local school of

which Horace M. Swetland was the principal and there he spoke of the Fredonia School. The opportunity of attending the Fredonia Normal where no tuition was required and where books were furnished made the prospect more inviting.

James McGraw's early taste for writing is evident since he chose to earn his spending money by writing for magazines and also by contributing news to the local weekly newspaper.

While attending the Fredonia Normal School he taught in an elementary school and after completing his course he held teaching positions in Chautauqua County and in Corfu, New York. It was a young lady from this village, Miss Mildred F. Whittlesey, whom he married on June 8, 1887.

Meanwhile Horace Monroe Swetland, the principal of the early school which James McGraw attended, had joined his friend Emerson Harris in the publishing field in Boston, later moving on to New York.

Horace Swetland, whose parents had moved to Mayville from Pennsylvania before his birth in 1853, had taught district school and then served as principal. Having occupied this position in James McGraw's school and being about seven years older, it is not surprising that James looked to Mr. Swet-

land as a counsellor in his plans for a future life.

Mr. Swetland hired James McGraw who with the financial help of James Knapp, a farmer of Chautauqua County, contributed money to the American Railway Publishing Co. and, accepting stock in return, became the vice-president of the company. This marked the beginning of a remarkable career in the publishing field for James McGraw.

The American Railway Publishing Co. owned and published the technical papers "The Street Railway Journal," "Power" and "American Journal of Railway Appliances." In 1888 Mr. McGraw became the owner of the "American Electrician" and a short time later he bought the two leading electrical journals, "Electrical World" and "Electrical Engineer".

The partnership of the men was dissolved. Mr. McGraw bought from Mr. Harris "The Street Railway Journal." Mr. Harris returned to Chautauqua County and Mr. Swetland and Mr. McGraw each went his own way. In 1899 James McGraw established the McGraw Publishing Co.

It is believed that Mr. McGraw's tremendous success was largely due to his ability to look

into the future, to make the publications meet the needs of the public, to his attitude, gained from his teaching experience and training, which he extended toward his employes and his readers, and probably greatest of all, to his integrity.

McGraw and Hill became the leading publishers with offices in New York. At the death of John Hill of the Hill Publishing Co., the companies were merged. By 1916 the House of McGraw and Hill appeared to be leading the world of business publication.

Mr. McGraw maintained his home in Madison, N.J., although he lived in other sections of the United States much of the time. In spite of his busy life he had time for local interest, serving on the Madison Board of Education and being active in the State work of the Y.M.-C.A. and for a number of years serving as president of the State Executive Committee.

On Feb. 21, 1948 Mr. McGraw passed away in San Francisco and his body was brought to New York and services were held at the Central Presbyterian Church. The children of Mr. and Mrs. McGraw were Harold, James Jr., Curtis W., Donald C. and Katherine.

The Ely Family of Fredonia

A remarkable Fredonia family was that of Ezra Sterling Ely. He as a scholar, his wife an artist, his daughter a musician, and his two sons educators, all represented outstanding ability and exceptional talent.

In the Chautauqua Democrat of March 9, 1853, appears the announcement of the marriage in Quincy (which is now Ripley) on March 2 of that year by the Rev. S. G. Orton, of Ezra S. Ely of Fredonia to Miss Harriet

Mason of Ripley.

Ezra Ely had been born Jan. 17, 1825, at Gravel Run, Pa., and had lived in our town since infancy. His wife was born at Fort Ann, Washington County, N.Y. on March 2, 1830.

Mr. Ely's lineage is of interest. His ancestors were men of learning, many of them being well-known as clergymen. On his paternal side he claimed descent from the distinguished Elder William Brewster who

was greatly respected in England and in the New World.

The Rev. Thomas Hooker, the brilliant clergyman responsible for establishing the first church in what is now Cambridge (then called Newton), was a direct ancestor, as was also Edward Rawson, the first secretary of the colony of Massachusetts and the Rev. John Wilson who was the highly respected and honored minister of the first ecclesiastical society in Charlestown and Boston. With this background of such eminent persons it would be surprising if Ezra Ely had not been a man with a brilliant intellect.

Mr. Ely received his education at Fredonia, Geneseo and Cayuga Academies. Among his contemporaries in the Fredonia Academy were O. W. Johnson, Franklin Burrett and Franklin Cushing.

As a civil engineer, Mr. Ely was employed in the construction of various railroads for a number of years. In this work he was successful but, above all, Ezra Ely was a scholar. He was a student and master of Latin and Greek, spending hours reading these languages. In his pocket he always carried a Greek testament. In fact, when death came to him in his home at 35 Cushing Street at the age of 74, he was reading his Greek Bible.

This, a Fredonia lady who was then a neighbor, recalls. Although Mr. Ely's greatest interest appeared to be in the languages, his library, this lady remembers, contained many other choice books. These covered the fields of history, mathematics, science and theology. He had very definite views upon the latter subject. As one writer stated in referring to his religious convictions, "He stood for the established faith of orthodoxy as it had come from his New England ancestors."

Mrs. Ely was an artist and to-day there remain a few of her oil paintings hanging in Fredonia homes. This talented lady taught painting for a number of years. She opened a studio at the school in 1880 where she met her pupils. She is also remembered for her shell and wax work.

Mr. and Mrs. Ely gave to the world three gifted children. Their daughter Frances Mason Ely was a musician of prominence. Her death occurred in Washington, D.C., in 1939. One son, George, earned his Ph.D. while young and for many years was employed by the government.

Without doubt, however, the best known of the children was Richard Theodore who enjoyed an outstanding career as a professor of political economy. Richard was born April 13, 1854, and received his advanced education at Columbia University where he was granted his B.A. and M.A. degrees. He studied at Heidelberg and there received his Ph.D. in 1879. He also studied at Geneva, Royal Statistical Bureau, Berlin, in 1879-1880. Honorary degrees were conferred upon him by Hobart (L.L.D.), University of Wisconsin and Columbia University.

Dr. Ely served as head of the department of political economy at John Hopkins University from 1881 to 1892. He then joined the staff at the University of Wisconsin where he taught until 1925, when he became honorary professor. He occupied the chair of research professor of economics at Northwestern University from 1925 to 1933. In 1920 he became the founder and president of the Institute for Research in Land Economics and Public Utilities. His career also included serving as a member of the Baltimore and of the Maryland Tax Commissions from 1885 to 1888. In 1904 he

organized the American Bureau of Industrial Research. One of the founders of the American Economic Association he was elected president twice. He was the first president of the American Association for Labor Legislation in 1907-1908. He was lecturer at London University in 1913 and was an investigator of land problems in Germany, Great Britain and Ireland.

Dr. Ely established the Journal Land and Public Utility

Economic and was editor of Citizen's Library of Economics, Politics and Sociology and a series of Social Science text books and Land Economic series in addition to many other publications.

In 1884 Dr. Ely had married Anna Morris Anderson, who in 1923 died, leaving two sons and a daughter. His second marriage was to Margaret Hale Hahn and considerable publicity was theirs when he at the age of 82 became the father of a son.

The Christmas Holidays of 1862

Our 1962 holidays in Pomfret differ greatly from those of 100 years ago. Not only were festivities lacking then but the holiday spirit was intensely dimmed by the sadness and destruction of war.

There were several reasons for the absence of joyous gatherings and elaborate decorations as we enjoy today. We recall that Christmas had not been widely celebrated in the Colonies. In New England the effect of the ban placed upon the observance of the holidays by the Puritan Law had not been quickly forgotten.

For nearly a century efforts had been made in New England to make the Christmas celebration unpopular. A law passed in Massachusetts in 1657 read, "Whosoever shall be found observing any such day as Christmas, or the like either by forbearing to labor, feasting or in any way as a festival, shall be fined five shillings". This prohibition, similar to another passed later, did not always attain the desired results. However, it did dampen the spirit of any celebration.

Cotton Mather, in 1711, wrote, "I hear a number of my Folk have had, on Christmas Night, this week, a revelling feast and

a Ball which further discovers their corruption and has a tendency to corrupt them yet more, and provoke the Holy One to give them up to Hardness of Heart."

We remember also that the pioneer homes were cabins without windows and in those primitive fireplaces there could be no yule log, nor even in the fine stoves invented by Benjamin Franklin which followed the early fireplaces. And, in those days, the men and women worked from early morning till dark clearing the land, producing material for clothes and eeking out a living. There was little time for gatherings and the traveling from one cabin to another was difficult.

Thus the English traditions were gradually forgotten in the Middle West. There were a few home decorations such as popcorn strings but the Christmas trees were not generally used until after the Civil War. Without meeting houses in the early days, there were no church services.

The Puritans loved to sing and their songs were largely from Henry Ainsworth's "Pilgrim's Psalter." We hear little about their songs, however, even the description of a New Eng-

land Christmas in Whittier's poem lacks that feature. Later the Episcopalians, especially in the South, followed the English Christmas customs as far as possible by singing carols on Christmas Eve.

As we look over the local papers of 1862 preceding the Christmas Season we are impressed with the lack of reference to the Holidays, even there. The December advertisements, with the exception of one or two, are devoid of word of the approaching Season. The citizens were reminded of the Church services which were the important Holiday observances at that time.

In addition to the lack of special attention to the Holidays it is evident that the thoughts of all people were on the War and the loved ones who were in service. The accounts of "The Soldiers Aid Society" are revealing of the wonderful work in which the women of the area were engaged. The county group was determined to purchase a stand of colors for the 112th Regiment. According to the notice in the local paper all women of the county—and only women—were asked to contri-

bute 10 cents apiece thus purchasing a flag which would be of credit to the county and to the donors. The concluding sentence of the appeal is, "Let 10,000 women, noble, patriotic and generous, be represented in that flag when it is set before the ranks of our brave boys to the South."

An item concerning the "Pomfret Ladies' Soldiers' Aid Society" reports, "During the last month two boxes of clothing have been sent to the 112th Regiment, containing the following articles; new shirts, pillow cases, pillow ticks, bed ticks, dressing gowns, comfortables, quilts, towels, packages of green tea, coffee pots and dried fruits." Additional reports disclose that money was raised by this organization through entertainments of various kinds and was used for the help of the soldiers and their families.

The season was increasingly saddened for many local families as news of their men reached them, many having made the supreme sacrifice, others injured and ill.

The contrast between the Holiday Season of 1862 in Pomfret and that of 1962 is indeed great.

An Early Incident

We realize that the settlement of our present Chautauqua County was rapid up to the War of 1812. This was a land of promise to the western immigrants although the true value was not realized until after long years of privation and endurance, as was necessarily involved in the clearing and settling of a wilderness.

The pioneers, with stout hearts and great fortitude were determined not to be halted by the discouragements of obstacles and difficulties which they

knew lay ahead. Their progress, as they came into this section was, to be sure, slow over the rough and muddy roads which were little more than paths. If they were fortunate enough, as they travelled, to find shelter in a simple log cabin, they could spread out their limited provisions and there rest a while.

It is difficult to envision and believe the hardships endured and surmounted by these courageous souls and, but for the original written accounts, let-

ters, diaries and records, we might doubt the stories passed down by word of mouth from one generation to another. Some narratives seem incredible and only those who experienced the features of pioneer existence could have fully appreciated the truth of the accounts. These early settlers are gone but we are fortunate in having records which they left behind.

In 1899 Archie McLean, who was the editor of the Sinclairville (N.Y.) newspaper, recorded an interview he enjoyed with an early settler, thus obtaining directly the story of one family's experiences.

Mr. McLean, in his search for facts of early local history, chose to travel the back and little used roads of the area and this he did on bicycle. One day while on the steep hill road between Sinclairville and Hamlet, which was still narrow with deep ruts and having a forest on each side, he chose to walk. Near the foot of the decline an old man appeared out of the woods and Mr. McLean, wishing to engage him in conversation inquired the distance to Hamlet. He followed this with the question as to how long the elderly gentleman had lived in the area.

The reply was, "Long? Well, I'm past 90 and I came to this section when I was a little tot. Lived right up here in the woods a good deal of the time, too. And, say, I didn't come on one of them wheel things, either."

Encouraged by Mr. McLean's questions, the gentleman told the story of his arrival in Chautauqua County. He said it was in April 1815, when he was but a lad, that his father brought him here.

They first stopped at Silver Creek. The following June his father went to Mayville and

Mr. Peacock recommended a section on Clear Creek in the town of Ellington which his father decided to visit and investigate. Returning to Silver Creek the boy's mother made two haversacks in which he and his father were to carry provisions and necessary implements such as flint, steel and tinder, frying pan and ax.

It was late in the Fall when they started on the journey to Clear Creek in this unbroken forest. Following Walnut Creek they crossed over to an Indian trail which led to Conewango Creek and down that creek they traveled to the old Chautauqua Road which was just being opened.

On this road they stopped for lunch and after proceeding several miles discovered that they had left their tinder-box at their camp site. Deciding not to retrace their steps they continued to the cabin of Joseph Bailey. Securing some fire there, they were able to keep it alive for the four remaining miles to their destination. There they built a shelter of bark and prepared an evening meal. Before retiring the lad had chopped down the first tree on the Clear Creek settlement.

They immediately began cutting down logs and clearing ground for a cabin and peeling the bark to cover it. As their provisions became exhausted they returned to Silver Creek and this time made the trip back to Clear Creek with an ox team. They continued the work on the cabin and with the help of two men from Sinclairville completed it.

The elderly gentleman described the cabin as having a roof constructed of poles and bark and he said the floor was made of split cherry logs. When the floor was nearly completed a severe snow storm occurred. In the night a noise was heard,

but, thinking it was the oxen, little attention was paid to it. In the morning it was discovered that their whole supply of provisions, which had been left outside, had been taken by Indians.

The snow was becoming deeper by the hour and there was little hope of anyone coming to the rescue of the boy and his father. They decided they must find their way to their nearest neighbor. This they did and the next morning returned to their cabin. At 10 o'clock that night they were roused by a group of men, women and children with three wagons loaded with goods, each drawn by six oxen, and two wagons drawn by horses. These travelers had been able to cover but four miles that day.

After a scanty supper 21 of them spread their blankets and laid down upon the floor. The father and one of the travelers remained up all night to keep the fire burning. The next day

the father and boy with their oxen tried to break a path for the others but by noon they had been able to cover but a mile. Into the night they continued their efforts. The people and animals became numb from cold and all suffered from exhaustion. The elderly gentleman said he could still recall the extreme cold, the hunger and the pitiful crying of the children.

Upon reaching Cobb Hill the father and son continued on another mile and there obtained help to return with them and rescue the suffering party. While the head of the house assisted in the rescue, the wife prepared breakfast. Thus the weary and half frozen travelers were given comfort.

Mr. McLean asked the elderly man his name and he replied that it was James Bates and that the welcome breakfast was on Christmas morning and a Christmas never to be forgotten by any members of that party.

Notes From a Diary

As we read old letters and diaries we are ever impressed by the great faith of the early settlers. Without it they could not have endured the extreme trials and hardships which they encountered. Most of them had been reared in religious homes and religion was a necessary part of their lives.

The people who located in the Sheridan section of Pomfret were no different from those who chose the wooded lands along Canadaway Creek for their home sites. Their needs were the same, including that of a religious leader.

We recall that in 1802 Gen. Paine completed a road, such as it was, along the lake shore to a point west of the Cattaraugus Creek where the bluffs prevent-

ed the use of the beech as a highway from there on. About this same time the Big Tree Treaty determined the reservation for the Indians.

It was two years after this that Francis and William Webber and two Holmes brothers located near Sheridan. The following year, 1805, brought more people to that section.

The Rev. John Spencer, the great missionary, held the first early religious meeting at the home of Orsamus Holmes in 1808. There was also a small group of settlers, who having been brought up in the Methodist faith, were not thoroughly content with the group organized by Father Spencer. They therefore sent a request to the Philadelphia conference for a

missionary of their own denomination. Thus it occurred that the Rev. George Lane, whose work assignment had been to this new frontier west of the Genesee, began his journey from Buffalo to the Sheridan area.

It was in the middle of January and in a one-horse sleigh that he came. William Gould and his wife, settlers of the Sheridan community, were at the same time, returning from a visit to Rochester. With their two-horse sleigh they overtook the new missionary. The snow fell rapidly building the drifts deeper and deeper. The sleighs were soon completely covered and it was decided to abandon them and ride horse back to the nearest shelter. Fortunately they were not far from Mack's Tavern, the historic and welcome refuge to travelers, which was located at the mouth of Cattaraugus Creek, and there they found comfort.

The following day the travelers were able to reach Mr. Gould's home which was on the site later occupied by Mrs. Devillo Sloan. Mr. Gould's brother, Daniel, was of the Methodist group and lived south of the land which we have always known as the Moore farm. To this cabin the missionary was guided.

The Rev. Lane preached in the scattered cabins and in 1809 organized his first class at the home of Stephen Bush, a short distance from the Center. The class was composed of Stephen Bush, Daniel Gould and his wife and Elijah Risley Sr. and four others.

Stephen Bush and Elijah Risley had both served in the Revolutionary War. Daniel Gould, whose service was in the War of 1812, was taken prisoner at Black Rock.

The diary of the Rev. Lane disclosed additional events and

problems in his missionary life around here. One hazardous journey which he also recorded was a trip to Buffalo when he met up with a man, wife, 18-month child and two single men, near Cattaraugus. The missionary and one of the men were on horseback, while the others rode in the sleigh.

Reaching the lake it was necessary to travel on the ice which had been blown into such ridges it was almost impossible to cross them. The cakes of ice were frozen together loosely in some places, thus presenting the danger of falling into the water. The strong wind caused the snow to become blinding and thus it was nearly beyond human ability to proceed. After journeying 19 miles on land and six on ice the night came upon them.

The horses were hindered in their attempt to draw the sleigh because of the snow covering it. The winds had, for some distance, kept a space between the rocky shore on the right and the snow drifts on the left. This had made it possible to proceed but they finally reached a place where the drift had formed across the path, making it impassable. After great effort the men on horseback were able to force their horses through the hard-packed snow. The Rev. Lane, leaving his horse with the other rider, returned to the group, hoping to get the horses and sleigh through, but this they were unable to do because of the rapidly growing drifts, the weary horses and the intense cold.

The ledge of rocks rose to 60 feet against which the snow was accumulating. The travelers realized that to remain meant certain death, so they unhitched the horses, left the sleigh and thus on horseback and foot proceeded in a desperate effort to reach the Eight Mile Creek,

many miles away. After an accident to one horse and considerable difficulty they at length arrived at Mr. Ingleson's tavern.

It was not until the next

Spring that the sleigh could be located. Money which had been left in it was recovered and the faithful dog who had been left to guard the sleigh was found frozen beside it.

Canadaway Mechanics

It is an interesting fact that many of the early settlers of Canadaway (now Fredonia) who accepted responsibilities in the establishment of the town and county were, by trade, mechanics and craftsmen.

Judge Zattu Cushing, known as "the father of the hamlet," was a trained ship builder, as had his father, Nathaniel Cushing, been. Zattu Cushing's interest in this wilderness was aroused while on a journey from Presque Isle, Pa., where he had superintended the building of the boat, "Good Intent." After spending the night here he determined to move from Paris, Oneida County and locate here.

Mr. Cushing, as surprising as it may seem, was appointed, in 1808, as one of the associate judges, Chautauqua then being legally represented in the judiciary of Niagara County. When the organization of Chautauqua County was completed in 1811 he was appointed First Judge of the Court of Common Pleas. Thus he filled a necessary position in our settlement.

Judge Cushing's great skill in ship building was not forgotten, however, and when the Erie Canal was opened he, on his own land at the foot of Fort Hill, with the help of friends, constructed a boat called "The Fredonia Enterprise." This was drawn to Dunkirk by oxen and there launched.

Hezekiah Barker, whose generous gifts of land, including that of our Barker Commons, was a miller. Coming to Canadaway in 1807 he built the first

grist mill. This was far from a simple procedure, it being necessary to drive to Pennsylvania with an ox team to obtain the mill-stones and to Batavia for the irons. Mr. Barker was determined to make life as comfortable as possible for the pioneers, and for his foresight in plans for the town we should ever be grateful.

Judge James Mullet who distinguished himself, especially in his plea for the life of Joseph Damon, and who was known as a friend to all settlers, being ever ready to assist them in a legal or financial way, was in his early days a cabinet maker. This work he left to read law.

Leverett Barker was a tanner and currier by trade. Shortly after his arrival here in 1809 he established a tannery which is believed to have been the first permanent one in the county. He was active in this new settlement serving in many capacities. For seven years he was supervisor and his name appears as a member of the committee to confer with the proprietors at Batavia in protest of the "Genesee Tariff".

A miller and iron founder, Col. Thomas G. Abell, is said to have hewed some of the large timbers for the Fredonia Academy. We know he was active in raising the subscriptions for this great endeavor and was known as one of the founders. In addition to conducting an iron foundry, he was engaged in several fields of merchandising and milling.

There was a mill-wright among our pioneers, Heman Mc-

Cluer, who built the stone bridge across the Canadaway, the stone house and mills.

It is not surprising to find that Henry C. Frisbee, who founded The Censor in 1821, was a printer.

Thomas Gillis, who has been described as "the quaint and humorous tailor," was a very generous man. It has been stated that according to his means he did more to build the Fredonia Academy than any other one person.

The first furniture manufactory in this area was built by Col. Pearson Crosby, a cabinet maker. Gen. Elijah Risley was a distiller and manufacturer of pearl ashes, and James Mark, the father of Charles Mark, in

1808 established a similar business, of making pearl ashes from the salts of lye.

Major Henry Bosworth, a silversmith, was a great force in the affairs of the village. Four Dickinson men, sons of Vulcan, were blacksmiths, and another brother was an iron moulder. Two of these men rose to the rank of colonel and one to general.

There were also the Hart men, who with the majority of the mechanics, lived on Mechanic Street, now Forest Place.

These are but a few of the pioneers whom we know were skilled in their trades. One early citizen who was acquainted with the settlers estimated that two-thirds of them were trained in the field of crafts.

Dr. Matthew S. Moore

In our Forest Hill Cemetery rests one soldier who served with the Confederate Army during the Civil War. Matthew Singleton Moore, a man whose ancestors had come to the New World in the 1600's, was a deeply respected and greatly beloved citizen of Fredonia.

The death of Dr. Moore, which occurred in January 1884, was a great shock to our community where he had made his home for 18 years. He was born in Stateburg, S.C., and was but 56 years of age when he passed away.

Matthew Moore's father was a clergyman and it was from him that the boy received his very early education. Choosing the medical profession, he pursued his education in that branch of service at Jefferson College, Philadelphia, from which institution he received his degree.

Dr. Moore began his practice in his home town. His father's death, however, made it necessary for him to assume charge

of the large estates, four plantations totaling 1,500 acres, and thus for a time he became a planter.

At the beginning of the war, following the secession of the Southern States, Dr. Moore entered the army, serving as a surgeon. His assignment was at Fort Sumter.

The close of the war found him with little in the way of possessions. His cattle had been confiscated to army use, his crops destroyed, his home pilaged and his slaves emancipated. There remained but acres of bare land and a large family for which to provide.

Dr. Strong, of Westfield, N.Y., who had known Dr. Moore before the war, heard of his misfortune and, going South to see him, advised him to locate in Fredonia since there was at that time need for a physician here.

Dr. Moore, being well aware of the strong prejudices throughout the country, hesitated about locating in this northern community. However,

he was welcomed here as people recognized in him a physician and surgeon of skill and a genial, agreeable gentleman. He extended great kindness to Fredonia people and in turn appreciated the neighborly spirit shown toward him.

Some two years after coming here he purchased a home on East Main Street and removed his family from the South. The family discovered warm hearts and willingness to forget all sectional enmity and strife and thus found a happy home here.

Of Dr. Moore's large family two of his sons, one a physician and one an attorney, located here in Fredonia.

The Summer previous to his death, Dr. Moore retired from practice and went to Cleveland to reside with his daughter, Mrs. W. J. Moore, hoping the rest might improve his physical condition. His Fredonia friends received cards and gifts from him at Christmas time and they hoped he might return to his home here. His death, therefore, came as a shock. The funeral service was held in Trinity Church, of which he and his family were members.

A meeting of members of the medical profession, living in

this vicinity, was held in the office of B. F. Skinner in this village on Jan. 12, 1884. There they assembled to express their sorrow in the passing of their friend, and to draft resolutions. Dr. S. M. Smith of Dunkirk was chosen chairman of the meeting and Dr. Griswold of Fredonia secretary. The resolutions were signed by Franklin Burrit, R. B. Landon and Mrs. Dr. Stanley.

Two quotations from the expressions of those persons who knew Dr. Moore professionally prove the great admiration and respect held for him: "As physician and surgeon no man in his profession was more beloved by his compeers." They also stated: "Young practitioners turned to this gentle master for counsel and encouragement, and were rewarded with such patience and kindness and liberality that through all the chequered years of trial and labor his example shall be to them a guide and model."

Hanging in the Music Room of our D. R. Barker Library is an oil painting which was a gift of Dr. MacDonald Moore, son of Dr. Mathew Moore. The title of this very interesting picture is "Discovery of the Witch Mark." It was painted by T. H. Matteson in 1848.

A Chautauqua County Man's Experience

Today explorations of the Arctic are exciting and accompanied with some danger but compared with the experience of a Laona young man in 1879 to 1881 on such a venture, they are less hazardous.

James Bartlett, seaman, one of the few survivors of the ill-fated Jeanette Arctic Expedition, was born in Laona in September 1848. He received his common school education there and, while still a young boy, enlisted in the Navy where he served three years.

At the close of the war he drifted West and for a while was employed in the lumber mills of Michigan. Then he continued west to New Mexico, prospecting for precious metals. Traveling mule-back he reached the Pacific Coast where he became a reporter for the San Francisco Call.

He next entered the employ of a California steamboat company and thus made several trips to China, Japan, Australia and the Sandwich Islands. His experiences included being ship-

wrecked near the mouth of the Columbia River. He continued to serve as correspondent for the California paper during these interesting trips.

While Mr. Bartlett was waiting in San Francisco for orders to go to New York and take a steamer around the Horn, he met Mr. DeLong and he was accepted as one of a crew of 31 who in July 1879 took the *Jeanette* down the Bay, past the Golden Gate, and turned her prow toward the North upon a journey which proved a disastrous one, bringing suffering to all and death to some.

The *Jeanette* entered the ice in September 1879 and drifted back and forth in its immense floes until June 1881. The terrible pressure then snapped her timbers, Mr. Bartlett related, and she was forced partially out of the water and careened over to one side.

When the ice opened up a bit the boat slipped off the ice, straightened up for a brief time and then disappeared forever, leaving the crew upon the ice. They had their lifeboats, provisions and dog teams. With these they hoped to find their way over 1,000 miles of waste to land and then over still more waste to an inhabited country. Here their true suffering began.

As the boat sank there began a great struggle for life. The men and dogs together dragged their boats and sleds for the many miles over the ice until they at last reached the open sea. The 33 men, including the two Indians they had picked up for dog drivers, launched three boats and headed in the direction of the mouth of the Lena River. Mr. DeLong was in command of one boat, Mr. Melville of another and Lt. Chipps the third.

One night the boats became separated and Lt. Chipps' boat foundered and went down with

all aboard. Two of the men from Mr. DeLong's boat—Mr. Nindermann and Mr. Noros—were sent ahead for help. Meanwhile, their boat and the remaining men in it were lost.

Mr. Melville's party, of which James Bartlett was one, succeeded in entering one of the mouths of the Lena. Proceeding up that course and becoming more discouraged hour by hour, and almost determined to turn back, they sighted a recently abandoned fisherman's hut. Although the men of the expedition were almost too exhausted to walk, they succeeded in crawling into the hut and with a fire soon kindled found the greatest comfort they had experienced in many a week.

The following day the party discovered three natives in dug-outs who escorted them to the nearest settlement, one of a dozen families. Here they were able to procure limited supplies and some days later they were led to a larger settlement.

Mr. Bartlett reported that they found the inhabitants of Northern Siberia intensely religious although lacking in education since there were no educational facilities.

He told of the unique way the natives kept track of the days and months. After morning prayer each day, a notch was cut in the corner of a stick. The end of the week was marked by a cut half across the stick and the end of the month was indicated by a mark extending completely across the stick. Events, such as births, deaths etc., were marked by peculiar signs opposite the particular days. These sticks, each representing a year, were carefully preserved.

Every house in the settlement had its own grist mill made of two blocks of wood whose grinding surface was made by driving sharp stones into the

face of the block. The grain was fed by hand into a hole through the upper block which was turned with the other hand. The bread was made by melting the flour with water and putting it upon a stick before the fire to bake.

Before reaching civilization, Mr. Bartlett returned with a searching party that found the bodies of Mr. DeLong and his

men, and then returned again with the party sent out by the Government to bring home the bodies.

Mr. Bartlett felt that even with their many experiments, little had been gained for science. He considered the sacrifice of human life and the human suffering disproportionate to the amount of actual knowledge obtained.

What They Did

Interesting items concerning Pomfret and Fredonia are found in early newspapers, and in scrap books in which clippings have been carefully preserved. Unfortunately some of the scrap book articles do not have the dates and some do not have the names of the papers from which they were clipped. However, they are still of interest and value.

One article with the date July 22, 1854, concerns a well known Fredonia artist, Alvah Bradish, whose wife was Lydia Douglass Houghton, daughter of Judge Jacob Houghton, and sister of Dr. Douglass Houghton:

"We understand that the citizens of Detroit, wishing to obtain a portrait of Washington Irving, to be placed in the Hall of the Young Men's Society, of that city, have commissioned Mr. A. Bradish to paint for this purpose a full length portrait of the distinguished author. Mr. B. has been in New York several weeks, visiting 'Sunny Side' on the Hudson, Mr. Irving's residence, where he has been studying and collecting material for his contemplated work.

"Mr. Bradish will probably remain in our village during the hot weather, and in the meantime make out the necessary studies for the picture. The citizens of Detroit have been fortunate in the selection of Mr. B. for this work, and we doubt

not that when completed, it will fully justify and add to the high reputation he enjoys as an artist."

Another from the Fredonia Advertiser and dated Aug. 4, 1854 relates an incident in Buffalo in which one of our well known citizens proved himself a hero.

"Col. Wm. H. Abell, a native of this village, performed a very creditable deed in Buffalo a few days since. A German lad having accidentally fallen into the Erie basin, the Col. stripped off coat and vest, and plunged into the water, just in time to seize and bring to land the unfortunate boy, after he had sunk the third time. A crowd of persons were present, but the Col. was the first to attempt a brave and noble act."

From The Censor of Oct. 29, 1823 we find the following information: "Rapid Improvement—The line of stages now established between Buffalo and Erie, Pa. has commenced running 3 times a week, and arrangements will soon be made to have the mail also carried three times instead of twice a week.

"It is astonishing to witness the rapid improvements that have been made along the shores of Lake Erie, within a few years. But 2 years ago there was no such thing as a stage between Buffalo and Erie and the

mail was carried but once a week on horse back. Within this period, the county of Chautauque, in particular, has received a large and valuable accession of the inhabitants of wealth and industry; and the very superior fertility of its soil, its general healthiness and its proximity to the Grand Canal, are solid presages of the future wealth and prosperity."

An item pasted next to one marked 1854 tells of a church project (we assume this is the same year):

"We are glad to hear of a movement for procuring a new Bell for the Episcopal Church of this village. Our citizens generally, without distinction of sect, are joining in the subscription for this purpose, and have already donated pretty nearly the amount necessary to

secure a Bell of large size. Our Baptist friends will move next, we suppose. We hope so. Their splendid edifice ought to have a monitor of its own to swell the Sabbath peals sounding for worship and for prayer."

The following Village Ordinance as it appears in a clipping of 1854 may bring a smile although the matter apparently was a serious one:

"It shall not be lawful for any person between sunrise in the morning and the hour of 8 o'clock in the evening, to bathe, swim or go naked in Canadaway Creek within the limits of the Village of Fredonia, and every person who shall offend against provisions of this ordinance (see 9 of the By-laws of said village) shall for every such offense forfeit and pay the sum of One dollar. A. Hinckley, clerk."

Willard McKinstry

When the name McKinstry is mentioned thoughts immediately turn to the association of two men, by that name, with The Fredonia Censor. The elder of these was Willard McKinstry.

Willard McKinstry, born in Chicopee, Mass., May 9, 1815, was of Scottish ancestry. His paternal great-great-grandfather, Roger McKinstry, was living near the city of Edinburgh when the religious persecutions arose during the reign of Charles II and in 1609 he was compelled to remove to the province of Ulster, Ireland, that he might enjoy religious liberty.

There Mr. McKinstry's great-grandfather was born in 1677. This young man returned to his native land for his education and graduated with a Master of Arts degree from the University of Edinburgh. He was ordained for the Presbyterian ministry and in 1718 sailed for America and settled in Worcester County, Mass. He served as pastor over Con-

gregational churches for many years in Massachusetts and Connecticut.

Mr. McKinstry's grandfather was born in Worcester County, and graduated from Yale in 1746. He was ordained in 1752 as the first pastor of the Second Congregational Church in Springfield, now Chicopee, Mass.

There, on May 9, 1815, was born Willard McKinstry, the seventh of 11 children of Perseus and Grace Williams McKinstry. His early life was spent on his father's farm. When he became 16, two years after his father's death, he was apprenticed in the office of the Northampton Courier. This was the beginning of his newspaper career.

The young man's early training in the East included that of a journeyman printer in the cities of New York and Hartford and three years in the publishing house of the Merriams in Springfield, the publishers of Webster's

Dictionary. It was in 1839 that he came to Chautauqua County and in 1842 to Fredonia where he purchased The Fredonia Censor.

Mr. McKinstry often told of his early experiences. He served four years learning the printer's trade, receiving \$30 the first, \$35 the second, \$40 the third and \$50 in the fourth year, with board.

Politically, Editor McKinstry was a Republican, having been before the birth of the organization, a Whig. He was a personal friend of Horace Greely, the two often visiting each other. He was an anti-slavery man and always a friend to the downtrodden and oppressed.

Mr. McKinstry was interested in all community activities. In 1862 President Abraham Lincoln issued to the editor a commission as postmaster of Fredonia. In this capacity he served eight years.

He was an original trustee of the Forest Hill Cemetery and for some time served as president. For several years he was president of the Dunkirk and Fredonia Railroad Co. As a member of the Presbyterian Church he held an office for years. Proof of his patriotism was evidenced by his going to the front during the Civil War. Here he engaged in the work of caring for the wounded and dying soldiers.

The citizens of Fredonia were urged by Mr. McKinstry to exert their influence in securing the location of a Normal School in our village. He became one of the first trustees of the new school. The editor enjoyed travel

and his trips in the United States were extensive, especially in the South.

At the time of Mr. McKinstry's death on Jan. 26, 1899, he was the oldest editor in the state, in point of continuous service. His paper, The Censor, was the oldest paper in Chautauqua County, having been established by the late Henry Frisbee.

As a celebration of his 80th birthday in 1894, Mr. McKinstry published a volume entitled "Miscellanies and Letters." In this book appear editorials and articles which were printed in The Censor between 1842 and 1894. In the preface the author described the conditions of the county when he came here. He stated that the nearest railroad was 300 mile away and that was a very primitive one. There were no friction matches then. Our village was the largest in the county and contained but 1,200 to 1,500 population.

Mr. McKinstry mentioned the great changes which had occurred in 50 years. He wrote, "In view of the progress made in our country, and especially in Chautauqua County, no pestilential pessimist has a moral right to live here. A kind Providence has blessed our land above every other land."

Mr. McKinstry was married twice: in 1843 to Maria A. Durlin of which marriage there were four children — Louis, Grace, Willard and Anna. The daughter Grace died in 1852. In 1887 Mr. McKinstry married Mrs. Mary A. Baker of Ackley, Iowa, who lived less than a year. His daughter Anna, married Myron T. Dana who became president of the Fredonia Normal School.

Arkwright Resolutions

Among the many problems which faced the early settlers there arose the very serious one concerning their lands.

The policy of the Holland Land Co. in respect to the disposition of its lands and the effect of its policy upon the

company and its settlers has been a topic of much discussion. Many meetings in protest to the action of the new proprietors, Cary and Lay, were held throughout the county.

It is easy to understand that the great disturbance of the settlers grew into such proportions that several serious incidents occurred. Increased feeling against William Peacock, who acted as agent for the proprietors, arose.

Points of protest were that the lands of the Holland Land Co. had been bought by speculators who had attempted to raise the price of all lands occupied by the settlers who had not succeeded in fully paying for their holdings; that improvements made by the settlers increased the value and thus attracted the notice of unscrupulous investors who would cause these settlers to lose all they owned, after the result of years of the hardest labor.

One of the meetings of protest was held in Arkwright. A report of that meeting and the resolutions there adopted has been found recently by the compiler of this column, and here follows:

"At a large and respectable meeting of the inhabitants of Arkwright, held on the 5th instant, to take into consideration and express their views of the pretended sale of the Holland Co.'s lands William Wilcox was called to the chair, and Simeon Clinton chosen secretary. The meeting being called to order, and a vote loudly and unanimously being taken respecting the proposed terms of Mr. Cary, to the settlers, a committee of 11 was chosen to draft resolutions expressive of their feelings relative to the late proposed terms of T. Cary & Co. to the settlers: Whereupon it was

"Resolved, that we view tyranny and oppression the same

whether it emanated from the intrigue of unrelenting and base speculators, or from the throne of the despot; and that in case of desperate oppression desperate measures are often necessary to obtain redress.

"Resolved, that we view the law taxing debts due to non-residents just and that we view the attempts of the Holland Co.'s agent in this county, to oblige the settlers to pay the same, as an unwarrantable violation of the intentions of the law, and the people ought not in justice to submit to it.

"Resolved, that we do not wish to evade the equitable rights of the Holland Co., nor of any other proprietors, but at the same time we will vigilantly guard our own against any one who may attempt to violate them.

"Resolved, that according to the strictest principles of moral philosophy, the productions of a man's labor are his own property; and whoever shall purchase the land occupied by any settler, without his consent, and paying a reasonable consideration therefor, we should consider an enemy to justice, and such a one would probably be treated with the contempt such an intruder might deserve. He had better repair to the wilderness and make his own improvement (A word to the wise.)

"Resolved, that we cannot consent to travel 100 miles to do business concerning our lands. An agent located in this county who should conduct himself liberally and honestly would be treated as a neighbor and a friend.

"Resolved, that we concur in the sentiments expressed by the convention at Mayville, and agree with our sister towns in this county and in sentiments and resolutions with the County of Erie.

"Resolve, that we pledge our-

selves to support and defend each other against any attack or undue advantage taken over us by the present agent that may hereafter be appointed by extorting from us to speculators; that we will firmly stand by each other in this, our present contest; that we want to hear the voice of the remaining towns in our county, and refer

our proceedings and resolutions to the corresponding committee immediately for a county convention.

"Resolved, that the proceedings of this meeting be signed by the chairman and secretary, and all the printers in our county please give an insertion."

"Wm. Willcox, Ch'm.
"Simeon Clinton, Sec'y."

The Name Fredonia

The question as to why Fredonia was chosen as the name for our village, formerly known as Canadaway, is one which has aroused much discussion. It is a question which is asked several times each year. Without doubt there will never be proof of the reason. However, there are facts concerning the name and there are many stories and conjectures as to the changing of the name of our village and also for the adoption of the new name.

This region, first settled in 1804, assumed the name Canadaway. The early surveyors referred to the stream of water, now called the Canadaway Creek, as the "Cascade." This was probably because of its rapids where it flows near the western border of the Town of Arkwright. And, without doubt, this influenced the name of our first shopping area. "The Cascade Hamlet."

The Indian name for our creek is a beautiful word when pronounced as the Indians did, "Ga-na-da-wa-o," the primary accent being on the fourth syllable and the second accent on the first syllable. The "a" in each syllable is pronounced as our "a" in army. The Indian meaning of the word is "under the hemlocks."

It was about the time that our first newspaper, the Chautauqua Gazette, appeared in 1817 that the name Fredonia was adopted for our village. Some

of the citizens apparently thought Canadaway, which the settlement was usually called at this time, was not sufficiently aristocratic for the town and newspaper. Another reason suggested for the discarding of the name Canadaway was that it reminded the inhabitants of the fact that many went into Canada during the period of 1812.

It appears to be an established fact that during the latter years of the 18th century there was a movement in the country to find a generic name for the United States. At that time the United States consisted of territory bounded on the north by the Great Lakes, on the east by the Atlantic Ocean, on the south by the Gulf of Mexico and Florida and on the west by the Mississippi River. Fredonia was then suggested as a suitable name for this area. It was a rival of the name Columbia, which had met with much favor as a title for this new world.

The name Fredonia is believed to have been suggested because of the settlement of that name in Italy. In London there was displayed a map of the proposed Fredonia which indicated the above mentioned region. This plan for a name seems to have been dropped at the time of the Louisiana Purchase.

The St. Louis Globe-Democrat of Sept. 14, 1947 records a similar report. "The name that appealed most widely, next to

Columbia, was Fredonia. That name was suggested shortly before 1800 by Dr. Samuel Latham Mitchell of New York City. He was never able to decide whether it meant 'free gift' or the 'land where things are freely done'."

One of our early settlers wrote that the suggestion of the name Fredonia for our village was made by Judge Jacob Houghton. Hon. A. H. Walker of Michigan whose family came to Sheridan in 1805 replied to a letter of inquiry from Levi Riskey in 1887 that the name was found in Spafford's Gazeteer.

The history of Texas reveals further interest in the name Fredonia. It is stated that those persons advocating secession from Mexico wanted to call the new country Fredonia and hence these people became known as Fredonians.

To substantiate the fact that this was the name planned for Texas by the pioneers as they treked westward we find in the March issue of *The Spirit of Seventy-six*; "This new republic (i.e., Texas) has been christened the 'Republic of Fredonia' and their flag constituted of a stripe of red and white, being

emblematic of union between the red and white men." Also an 1827 copy of Dewees' Letters from Texas, "Last year an attempt was made by a body of adventurers and speculators to erect Texas into a republic under the name of Fredonia."

It is of interest that the Forest Lodge of our village received Masonic emblems made in England engraved "First Lodge of Fredonia" and "Second Lodge of Fredonia."

There are many Fredonias in the United States even as there are many Chautauquas. The citizens of some of these villages do not know the source of their names. In Kansas a gentleman, John Heath, is supposed to have had the privilege of naming the capital of Wilson County. He was a great admirer of our village and therefore selected Fredonia as the name.

There are also towns of our name in Kentucky, Iowa, Illinois, Alabama, Michigan, Pennsylvania and Arizona. The writer, while on a western trip, discovered Fredonia, Arizona, on the map and stopped there but even the older inhabitants of this settlement did not know how it received its name.

The Butler Family

Among the early settlers of Pomfret was the Butler family. The name Butler recalls to the minds of older inhabitants of our county, the son of this family who established a successful tailoring and merchandizing business in Jamestown, his beautiful wife and his talented daughters.

Calvin Nelson Butler was a native of Laona, Chautauqua County, having been born there Aug. 2, 1818. His father, James Butler, born in Massachusetts, emigrated to Laona in 1810, shortly after the Bull family located there, and when this

area was little more than a wilderness. With him came his wife, the former Nancy Ward, whom he had married in Massachusetts, and their three children. While living in Laona the family was increased by five additional children.

The father's namesake, James Butler Jr., died in 1844 at the age of 20 and was laid to rest in the Laona cemetery.

Calvin, who was the sixth child, received his education in the district school and was apprenticed, at the age of 16, to a tailor in Fredonia. By 1838 he had mastered his trade and

then, at 20 years of age, located in Jamestown as a merchant tailor.

Calvin Butler became the leading authority on styles. He founded a shop in 1853 and this proved to be a great enterprise in those days. Here he employed a large force of operatives. His mercantile establishment later became the Proudfit Clothing Co.

Mr. Butler's active life came to an end while he was still young, on Feb. 22, 1857. He had served as a member of the New York State Militia, he was a member of Mount Moriah Lodge, F. & A. M. attaining the degree of Master Mason. He was responsible for organizing the Independent Order of Odd Fellows in Jamestown.

Mary A. Storey of Harmony became Mrs. Calvin Butler on July 3, 1839. She was born in Lee, Oneida County Aug. 8, 1822 and was but 10 years of age when her parents emigrated to Harmony. Because Jamestown offered educational opportunities Mary, in 1834, located there temporarily. She made her home with the family of Hon. Samuel A. Brown, the first attorney of Jamestown.

Mary Storey and Calvin Butler were married in Panama in the tavern kept by the bride's father. Mrs. Butler is said to have been one of the most beautiful of the young matrons in the early days of Jamestown, and a leader of Jamestown society. The lovely Butler home was the center of social activities between 1849 and 1857. Mrs. Butler is remembered as having been exquisitely dressed in gowns planned especially for her by her husband.

The family became one of seven daughters: Nancy, who died at less than two years of age, Adelaide, Agnes, Evelyn, Arabella, Mary and Sophie. The six young ladies experienced interesting and useful lives.

Adelaide and Evelyn were talented musicians, Adelaide being an accomplished pianist and Evelyn an excellent singer. They appeared in many local concerts. Previous to her marriage on Feb. 16, 1870 to Allen Smith of Montana, Iowa, Adelaide taught piano at Freehold, N.J. Of her four daughters, one inherited the mother's musical talent and became a violinist.

Evelyn taught voice and in June 1870 was married to Nelson Irving Ells of Brooklyn. Of her three children, the daughter returned regularly each Summer to visit her grandmother and is well remembered by older residents of Jamestown as a charming young lady.

The fifth daughter, Arabelle, married Edgar Healy and her early death brought great sorrow to many. Mary, the sixth daughter, mastered the art of setting type in the Chautauqua Democrat where she was employed for 25 years. She is remembered especially for her fineness and great unselfishness and for her ever thoughtfulness of others.

Sophie, the youngest daughter of this unusual family developed a dedicated interest in Horticulture and turned to the vocation of raising flowers and eventually, establishing green houses in Jamestown, she became a professional florist.

Mrs. Butler whose last days were made comfortable through devoted care, passed away March 25, 1909 in Jamestown.

Mr. Phin Miller

Valuable information of local history has been recorded, and

thus preserved for us, by a few persons who lived in our ex-

tensive Town of Pomfret in the early 1800's. Usually these persons were natives of the Holland Purchase who, because of this fact, possessed a great interest in and a love for our Western New York.

One of these people was Phinela's M. Miller, who at an early age dropped some letters from his name and became known as just Phin Miller. In a ledger displaying his beautiful, artistic penmanship, are told facts of the problems of the pioneers, their means of lighting their cabins, how they obtained their food, the difficult Winters, the wolf hunts and numerous other existing conditions and events of those times.

Phin Miller, who was born to Isaac Miller and Mrs. Polly Shepard Miller in Stockton on Dec. 11, 1839, became a prominent man in public matters of the county. He received his education in the district school, Mayville and Fredonia Academies and began his teaching career in 1856. This first position he resigned in March of that year to accept the appointment as School Commissioner in the First District of Chautauqua County. This appointment was made by the Hon. Orsel Cook to fill a vacancy caused by the resignation of Charles Hathaway.

In 1869 Mr. Miller became associated with Harper & Brothers in the branch of school and college text books. His interest turned to the Buffalo Express in 1882 and with this firm he was associated for some time. His career next led to the management of the Mathews-Northrup Railway Guide. Later he became editor and manager of the Lockport Daily Express.

In 1891 Mr. Miller joined the legal department of the Lake Shore & Michigan Southern Railway Co. as real estate, tax and claim agent. He retired

from this active life in 1910 and it was then that he did much of his writing of the early days.

Among the valuable material left by him were the records of the soldiers who went from the Town of Stockton. A few of the elderly persons who used to attend regularly the famous Stockton Town Picnic remember that as children they listened intently to Mr. Miller's accounts of the hardships of our pioneers.

At the request of the Chautauqua County Historical Society he prepared a paper on the history of the schools and education from 1802 to 1902. Mr. Miller served as president of this County Historical Society, resigning at the last annual meeting before his death and being succeeded by Hon. Charles M. Dow of Jamestown. Mr. Miller's plans to spend that Winter in California were never realized.

To this gentleman is due the recovery of the county historical treasures which had been collected by the Hon. Elial T Foote. It was he who arranged to have them taken to the historical room in Mayville.

His appearance at our county centennial in Westfield with a farm wagon and a pair of oxen delighted the spectators. His father had considered him good help on the farm and as especially able in driving the oxen.

Mr. Miller married Mary Peterman of Forestville in 1865. Her death occurred about three years before his. His second wife, whom he married two years later, was the former Susan Turner. Mr. Miller's only child, Isaac S. Miller, one time assistant city editor of the Express, had died about six years before.

Phin Miller passed away in 1917 at the age of 78, at his home in Buffalo, 347 Rhode Island Street. His burial was in

Stockton, to which town and county he was always loyal.

To people, like Mr. Miller, we should be exceedingly

grateful for leaving to us written facts and data of historic value.

'The Empire Dairyman'

Today, with the advantage of machines and appliances of many kinds, and extensive power to operate them, we are inclined to forget that these conveniences have not always existed. They are, of course, the result of, not only ideas, but of years of concentration and experimentation.

In the early days we had ingenious men also, but these men worked with limited money, backing, equipment and supplies. The means of publicizing their inventions were restricted, too. We find records of inventions of those days which were indeed labor saving devices and a great aid to the farmer. One of these was known as "The Empire Dairyman."

This apparatus, which proved a most valuable help to the farmers, was one invented by two Fredonia men, Mr. F. A. Redington and Mr. George McCleur. The patent for this clever and novel mechanism was granted Feb. 9, 1859.

Many of our farmers were engaged in butter and cheese making and on Saturday of each week they took their dairy products to Stockton. It was here that the buyers from the surrounding areas came to select and purchase their supplies.

"The Empire Dairyman" was described as being complete in itself for the manufacture of cheese requiring no arch or steamer. By means of a simple arrangement the heat was applied so as to produce uniform and even temperature to the milk which was to be converted into cheese. Only a very small amount of fuel was required and no steam generated. It was

through a clever plan that the heat could easily be cut off from its "communication with the milk and applied again at pleasure."

There was also a box attached to the apparatus, which afforded a supply of hot water for cleansing and scalding the dairy implements without the necessity of a furnace or any other means of producing hot water.

The heater attached to the apparatus was so constructed as to prevent heating up the cheese room as always occurred with the arch or furnace, which in those days was in common use. In using this newer method of making cheese there was no possibility of the bursting of the steamer or pipes. Also there was no difficulty about feeders for the steam, since no fixtures were used.

The patentees had worked for several years on this invention in an effort to perfect it and because each part was carefully constructed to fill its own particular need, it came to be regarded as one of the most desirable acquisitions to the needs of the dairymen ever invented. By March 11th of that year, there were six machines already in use in our county and all of the owners were perfectly satisfied with the performance of the machines.

The great interest and appreciation of this device, which was not only time saving but also a most satisfactory means of producing cheese, and the note of approval in the use of it is proved by a report of the meeting of the Farmer's and Gardener's Club. This was the following Jan. 27 at which time a

committee was appointed to examine this dairy apparatus patented by Mr. Redington and Mr. McCleur. The committee was composed of A. Z. Madison, A. S. Moss and S. S. Clark, all prominent men of those days.

"The Empire Dairyman" had been awarded first premium and a silver medal at the State Fair at Albany, and the following week it took the first premium at the Herkimer County Fair and at the Union Fair at Gowanda.

The committee reported at the Feb. 3 meeting stating that the members had inspected the invention and at the conclusion of their examination reported that it was decidedly superior to anything hitherto in use for the purpose of making cheese. The committee also investigated the certificates from men in

this and adjoining towns who recommended the use of the machine—men with whom the committee members were acquainted, and knew to be reliable men of extensive experience in the dairy business.

The committee proposed that a suitable certificate of commendation be presented to the dairy-men of the county as an improvement well worthy of their attention, and the same to be presented to the inventors for their use. This report was officially signed by the President S. Dickinson, and the Secretary W. McKinstry, and the members of the committee.

To be sure, these early inventions have been followed by improved methods and machines but many of the plans were inspired by the early ideas and devices of Chautauqua County individuals.

More Pomfret Inventions

Among Pomfret inhabitants of the early days were some men of genius and inventive minds. As we continue to discover patents for machines and articles created by our early townspeople it appears that Pomfret had its share of these persons.

The section of our town, known to us as Cordova, was at one time called Crosbyville because it was there that the Crosby Mills were located. And here in 1838 Pearson Crosby built, and displayed for the first time, his Crosby Portable Saw Mill which he constructed with the idea of saving lumber.

This portable Saw Mill was a great improvement over the previous methods used for this purpose. Many attempts had been made to improve the operation of sawing lumber but this was difficult to do so long as the thick bungling saws

were kept in use. In Mr. Crosby's creation he overcame the necessity of the thick saw, by reducing it to near the thickness of a common saw and thus all the machinery could be reduced in proportion together with the power to propel it.

A two-horse power was all that was needed to operate a mill to saw from 1,500 to 2,000 feet in 12 hours. With the thin saw there was a saving in lumber of 25 per cent and the lumber was left with a smooth surface. This was a great saving and aid to the customer. In addition to this, the frame of the mill could be much lighter as all the jarring and working motions were overcome.

So, this new mill presented a method of economy to the men engaged in this line of work. Mr. Crosby's first Saw Mill was erected at his Cabinet Factory and there it was on display.

The cost of the Mill (exclusive of frame and power to operate) was from \$200 - \$300, a two-horse power mill selling for \$200.

The attention of the farmers was called to a New Wheel Rake manufactured by Lester & Co. in 1859. This was a great labor saving machine. The teeth, acting independently, made it perfect for uneven surfaces. It would rake much cleaner, faster and as the raker rode on the rake, it was much easier than any other plan invented. A report stated that it was used to the exclusion of all others in the New England States.

On March 12, 1858, a new clothes dryer was announced here. Mr. John Hamilton of Fredonia gave notice that he was manufacturing this apparatus for drying clothes which doubtless delighted all good housewives who saw it. The arrangement was a substitute for the ordinary clothes bars and presented the advantage that in about the same space 50 to 75 feet of line could be made available for use. It was portable and could be used in the house or out of doors at pleasure with great convenience. This was first on display at Hamilton and Putnam's store for \$2.

The invention of another Pomfret man also proved a great help to the farmer. It

was Mr. Ensign Baker of Fredonia who constructed a Straw and Root Cutter which was greeted with great enthusiasm in 1859. This cutter was placed on exhibition at the Illinois State Fair at Freeport.

The Journal of that place stated, "Every farmer who examines it pronounces it the best he ever saw. It is operated with much less power than any other in use, — is extremely simple in construction — and a little additional expense makes it a good machine for churning, or for sawing wood. It cuts roots admirably. No machine exists, that can beat it, for practical use."

In 1884 Mr. Ulysses E. Dodge devised a sifter for separating unburned coal from coal ashes, which proved as handy and simple as can be imagined and which sold at a very reasonable price, only \$1.50 for the common size. Mr. Dodge guaranteed that the apparatus would send no dust on the clothing and no black on the hands. A child could operate it. Mr. George Josselyn, another citizen of Fredonia, stated that he saved enough coal from one heap to pay for the sifter. Mr. Dodge owned the patent on this invention and sold territory as well as machines. Those interested in local history will recall that Mr. Dodge was a man of great prominence in this area.

An Early Industry

Jamestown today is known throughout the world as a furniture manufacturing center and has an established reputation for the extent and excellence of its furniture. This industry in Jamestown is nearly 150 years old.

Engraved upon an early tombstone in Lake View Cemetery, Jamestown, one may read:

"Phineas Palmiter — He was the first furniture manufacturer in Jamestown, N. Y."

It was on June 13, 1813 that Phineas Palmiter Jr. arrived at the Rapids (as Jamestown was known). He was a native of Rhode Island. His father, Phineas Sr. had located there shortly before, about the time his brother-in-law, Cyrus Fish,

had come. They both had been soldiers in the Revolutionary War. Phineas Palmiter Jr. and his father were important men in what was then but a little hamlet and they had a considerable part in the growth of the village.

Phineas Palmiter was a skilled carpenter and joiner. From the time of his arrival this resourceful artisan was employed by James Prendergast. Shortly after he was settled at the Rapids he made the window sash and set the glass for the grist mill, even before the mill was ready for operation. It has been stated that his second undertaking was the building of the first store erected for Jebidiah and Martin, brothers of James Prendergast.

It appears, from the tomb stone and from records, that Phineas Palmiter was the first man in Jamestown to make furniture. James Prendergast had brought simple furniture with him which he used in his log house at the Rapids. When his cabin burned in 1812 this was lost. In the late Fall of 1813 his first frame house was built at the corner of Main and Second Streets. Palmiter, being the only skilled artisan at the Rapids, and being employed by Mr. Prendergast, quite naturally constructed the furniture for the new house. This was simple and plain.

The fourth home of James and Agnes Prendergast, built in 1814, was also of simple design with one story and an attic with primitive conveniences. The west room served as a kitchen, dining room and living room. The sleeping rooms were in the east end.

This house was built on the lot on Main Street, the second above Second Street. Without doubt, Phineas Palmiter made the furniture for this home also. A stand with one drawer, which

he constructed at that time, is still in existence.

One of the early shops was established by Royal Keyes, a carpenter and joiner, who made what was known as "cabinet ware" in his shop which was located at the corner of Main and Fourth Streets. This work was begun in 1816.

Five years later Keyes formed a partnership with William Breed, a cabinet maker, and gradually the business was enlarged and the name Breed became identified with the furniture industry in Jamestown. It has been stated that the Eckman Furniture Co. was the legitimate outgrowth of the cabinet shop established by Royal Keyes in 1816.

Chair making has had an interesting history in Jamestown. The first chair factory was built on the tail-race of the gristmill near the east end of the present Broadhead Worsted Mills in 1827 by Phineas Palmiter. This was a two-story shop where he made flag seat and wood seat chairs. The power was obtained by a large wheel which was built down into the race and was turned by the water as it passed down the stream.

As Mr. Palmiter's work increased he hired two chair-makers of Pittsburgh, Robert Cunningham and Benjamin Morgan, who came that year and worked with him. Mr. Cunningham bought the Palmiter factory shortly after but in the early 30's he sold it and built a shop and residence on the southwest corner of Third and Cherry Streets, where he continued with his chair making.

Later, chairs were manufactured more extensively by many persons, among whom the names of Bell, George and Nat. Flint and L. B. Warner are recalled by the older residents of the Jamestown area.

Steam Boat Days

As the ferry, which transports passengers and automobiles across Chautauqua Lake, between Stow and Bemus Point, begins operating for another season, our minds turn to the early steam boats on that lake.

It was 135 years ago that the first steamer began to ply the waters of Chautauqua Lake and from then until 1925 steam boat service seems to have been almost continuously available. Except for ferry service by small boats between Mayville, Chautauqua and Point Chautauqua, navigation by steamer was entirely discontinued in 1925 and arrangements were made to scrap the four large steamers then in operation.

The steam boats had been run at a loss for sometime and the board of directors of the Chautauqua Lake Navigation Co., at a meeting held in the office of the late Attorney Robert H. Jackson, voted unanimously to cease all operations. The service had been provided year after year by the late Almet N. Broadhead and Sheldon B. Broadhead as a matter of pride in the Chautauqua Lake region, their home.

The lake traffic had dwindled season by season due to the advent and development of the automobiles. This resulted in a financial loss to the company but the service was continued by the Broadhead brothers.

The board of directors, who were in charge of the Broadhead interests, at last felt that this service could no longer be maintained, especially because all four old boats were unsafe for carrying passengers and needed to be replaced by modern ones. So it was voted to scrap the four large boats and retain two of the smaller craft to provide ferry service only

between Mayville, Chautauqua and Point Chautauqua.

In a study of the navigation of Chautauqua Lake one is impressed by the fact that over the period of many years but one disaster occurred on the lake and that was the explosion of the boiler on the steamer Chautauqua in Whitney's Bay on Aug. 14, 1871. This resulted in the death of eight persons and the serious injury to 15 more.

A rather interesting finding in this study is that the names of the boats were frequently changed.

The construction of the first steam boat for service on Chautauqua Lake was started in 1827 by Alvin Plumb and some associates. This boat, built in Jamestown on the north shore of the river, nearly opposite the foot of Washington Street, was a side - wheeler. She was launched in May, 1828, with great ceremony, including the firing of a cannon.

The boat was christened "Chautauque" and it has been said that a bottle of currant wine was used for the occasion. The machinery for this craft had been secured in Pittsburgh and it was at the boat landing that she was thus equipped, after being poled there from the point of launching.

On the 4th of July, 1828, she made her initial trip, carrying about 40 invited guests. A record shows that she made the trip over the lake in three hours. Since nothing had been done by way of improving the channel or removing obstacles in preparation for the steam boat service the time was considered very good. In 1836 trips were advertised on this boat which proves that she was still plying the water.

The next boat noted was originally called Robert Falconer.

She made regular trips between Jamestown and Mayville and advertised to land and receive passengers at Fluvanna, Ashville and Bemus Point. In 1839 her name was changed and she became the William H. Seward. In 1843 she became Gov. Seward and in 1849 she was rechristened the Empire, but always advertised as "a fast running steam packet."

A catamaran or double-hulled freight vessel was constructed by George Stoneman in 1849. This was first navigated by horse-power but in the second year was equipped with machinery. This freighter known as The Transit proved unprofitable and in 1852 was dismantled.

In the Mayville Sentinel of March 19, 1851 a new steamer was announced. This was the Hollum Vail which was to run between Jamestown and Mayville stopping at Fluvanna, Bemus Point and Long Point. The following June the name was changed to Water Witch and on the 4th of July she made two round trips with a band aboard for entertainment. Apparently she made regular trips until she burned at the Mayville dock in October 1852.

The C. C. Dennis, a side-wheeler, was launched in the early Summer of 1856 by Capt. J. M. Gardiner: this was the most substantial boat to yet appear on Chautauqua Lake. It even featured a new idea, that of a dining saloon.

The next large steamer to be seen was the ill-fated Chautauqua which was built at Mayville by James and William T. Howell and Alfred Wilcox. Her initial trip was made May 17, 1863 and it was on Aug. 14, 1871 that disaster befell her.

In 1865 the first of a great fleet of steam and gasoline launches, which proved to be popular for many years, ap-

peared. Capt. Alfred Wilcox advertised that the steam yawl Wanderer was ready to be chartered for carrying parties of from eight to 12 persons. For about 12 years this boat served as a pleasure yacht on the lake and was in great demand for this purpose.

From this time on new boats were seen every season. Among them were the propellor yacht Post Boy which burned in 1869. That same year the steamer Jamestown of Ellery was first displayed at the Jamestown dock, she having been built near Bemus Point for Charles Brown and Roy Scofield of Bemus.

After the destruction of the Chautauqua this 100-foot boat was the only large steamer on the lake until the Colonel Phillips, a side wheeler, was launched in 1873. Her life, too, was short since in 1875 she was burned. It is recalled that on New Year's Day of 1876 she was able to make a trip around the Lake, since that was an unusual Winter.

The opening of the Chautauqua Sunday School Assembly in the 1870's stimulated interest in the Chautauqua Lake area and there were many visitors to this community. As the popularity of the lake increased many new boats were visible. Among these were the steamer C. J. Hepburn, built at Mayville, the Hettie Hooker, also built there, and the Steamer P. J. Hanour which was constructed at Jamestown. These boats ranged in length from 26 to 75 feet. Other vessels of the fleet of 1874 were the J. M. Burdick, Olivia, Narcus, Lotus and the Jennie Miller, all small craft.

After the burning of the P.J. Hanour, Fred Griffith, one of the owners, launched another steamer, calling it the M. A. Griffith. About this time the

Chautauqua Lake Transit Co. began operating a fleet of boats known as the Red Stack Line. They rechristened their boats with Indian names and the M. A. Griffith became Winona.

The boat which gained great popularity was the Josie Belle, a boat about 55 feet long, built in 1875. This was the craft selected to carry President U.S. Grant and his party to Fair Point (now Chautauqua) from Jamestown while on his Summer visit in 1875. Probably no boat on Chautauqua Lake was ever more gaily decorated than this, which was forever known as the Presidential yacht.

Doubtless the largest and best known steamer on the lake was the Nettie Fox launched on May 24, 1875. This 160-foot boat was a stern wheel river model and was steered with three rudders. Originally she was equipped to carry 900 passengers. Later, when upper decks were added, this number was increased.

She was known as the Nettie Fox for only one season and then became the Jamestown when purchased by Orseno Jones. She again changed hands

and continued to be in demand since she now had a capacity of about 3,000 passengers. This boat was destroyed by fire in October 1892.

Of the many other boats added to the fleet was one which served 40 years. This was originally the W. B. Shattuc, built in 1879. After being purchased by the Red Stack Line and remodeled it became the Minehaha and later the City of Pittsburg.

In 1880 four vessels were made part of the fleet: the Alaska, 105 feet long became the City of Buffalo and was destroyed by fire Sept. 14, 1886. The J. A. Burch, 150 feet long, was for a while known as the Hiawatha, later the City of Chicago.

The City of Cincinnati, launched by the Burroughs brothers in 1882, was still in service in the Fall of 1925 at the close of the navigation. The City of New York, originally a twin-screw propellor, built at Mayville and christened the J.C. Moulton, was rebuilt in 1885 and rechristened the Nightingale. Later she became the Mohawk and for many years was the City of New York.



